INTERVIEW: MARTY TRIPES, BOY WONDER

IND MOTOCROSS ACTION MAGAZINE

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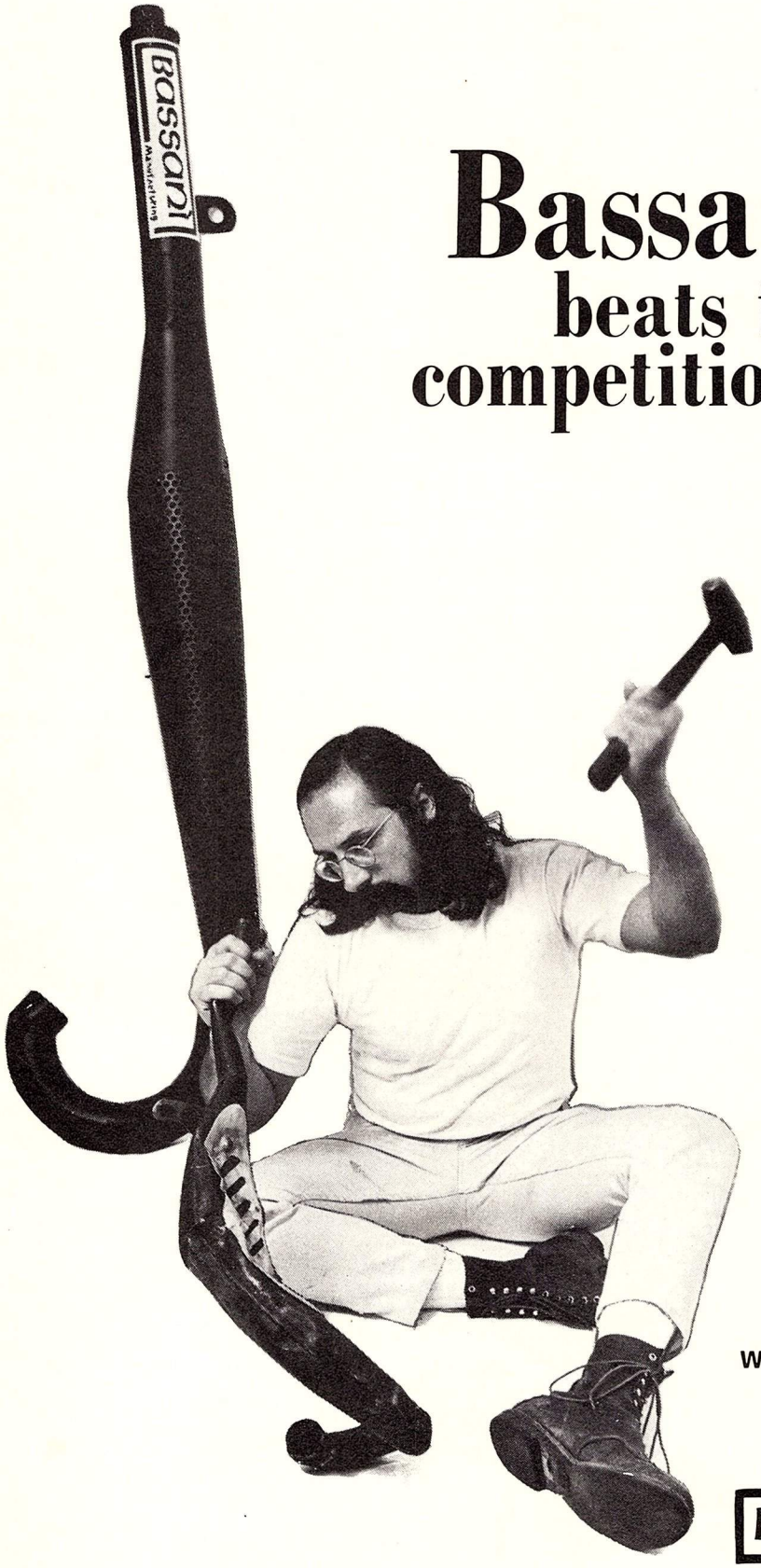
'74 MONARK/YELLOW YAM TESTS

NEW SHOE FROM DIXIE

WORLD CHASE: ROGER AND WILLI TRADE-OFF THE HOME TOWN EDGE



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MOTOCROSS ACTION MAGAZINE

VOLUME 1 NUMBER 6

grime that makes the heart grow fonder

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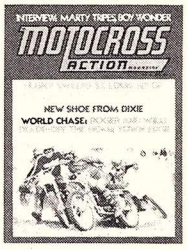

Bob Grossi and Bruce McDougal lickety-split into the first corner at the St. Louis 125 World Cup, with Danny Turner in warm pursuit. Nils-Arner Nilsson was out of the picture but in at the finish.

Photo by Pete Szilagyi

NEXT ISSUE ON SALE DECEMBER 11

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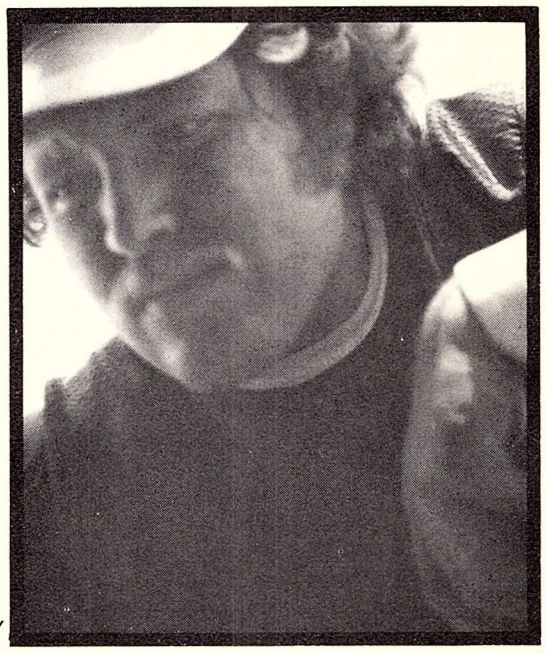

By MIKE KERLEY

We've been discovered.

Motocross, the "say what?", "what's *that?*", "*mo*-tor-cross??", sport of only a few years ago is now big news and big business. Consider. Figures recently released by the Men Who Know at ABC's *Wide World of Sports* reveal that approximately 28,500,000 people watched the 1972 Hang Ten Grand Prix when it was screened last February. That's a phenomenal figure when you consider that the Carlsbad race was bucking a display of popular gamesmanship known as the Bob Hope Golf Classic which was playing on another channel. According to ABC, the 28 million-plus figure put the Carlsbad event in the top five to ten *WWS* shows ever run, "topped only by the Olympics and Muhammed Ali fights."

Muhammed Ali fights? The Bob Hope Golf Classic? Oh well, by such standards are fame and success measured. Learn to live with it.

There are further indications that motocross is coming into its own as one of the premier American sports. The L.A. Superbowl of Motocross drew over 37,000 paying customers this year, and probably would have done much better had not the ticket vendor's computer gone berserk and started signaling a full house a couple of days before the event. The first U.S. Grand Prix at Carlsbad this year drew 21,000 paying, walking MX freaks, despite the fact that access roads and traffic control (not to mention parking) weren't all that they could have been. Even *Sports Illustrated* has finally realized that there's more to life than the team sports and individual games they generally confine their coverage to. A year and a half ago, *SI* was telling people that coverage of one motorcycle event a year was more than enough, thank you, but now they're positively giddy about the whole thing. And the name of that whole thing is Motocross.

To show you just how big MX has become, even the A.M.A. is beginning to realize that just because Harley doesn't make a motocrosser doesn't mean that the sport is completely beyond recognition or without importance. Six or eight years ago, if you said "motocross" to the typical A.M.A. board member, he probably would have said something like, "What's that, son, some kinda Japanese Christianity?" No more. The older board members of the A.M.A. may not really *approve* of motorcycles which have front brakes and never ran on board tracks, but they're beginning to realize that motocross is big business. In point of fact, the biggest business they've got.

Trouble is, with the exception of national ref John 'Light Brown' Lancione, not too many people in Westerville really understand motocross or motocrossers. But MOTOCROSS ACTION intends to do something about that. The following is a questionnaire designed to help the A.M.A. get its collective head into the sport. Fill it out carefully, then send it on to Westerville compliments of you and us. I'm sure they'll be pleased.

1) To me, motocross represents:
- [x] The American Way
- [ ] Sunshine on a cloudy day
- [x] The best of all possible worlds
- [ ] Salvation

2) When I look at my motocross machine I think of:
- [x] Going fast
- [ ] Falling down
- [ ] Pucker power
- [ ] The Holland Tunnel

3) When I grow up I want to be just like:
- [x] Gary Jones
- [ ] Don Jones
- [ ] Russ March
- [ ] Evel Knievel

4) The greatest team now racing is:
- [ ] Kawasaki's Team Acid Rock
- [x] Honda's Team Corporate Image
- [ ] Yamaha's Team Money
- [ ] CZ's Team Back Alley

5) The most competitive and exciting U.S. track is:
- [x] Unadilla
- [ ] Carlsbad
- [ ] Aqueduct
- [ ] The Kawasaki pits

6) The greatest racer of all time is/was:
- [x] Joel Robert
- [ ] Rolf Tibblin
- [ ] Carroll Resweber
- [ ] George Wallace

7) The most exciting competition in the U.S. this year was:
- [ ] The U.S. Grand Prix
- [ ] The Inter-AMA
- [ ] The Trans-AMA
- [ ] Pierre and Heikki's dog contest

8) The single biggest problem in U.S. motocross is:
- [x] Unscrupulous promoters
- [ ] European supremacy
- [ ] Pit racing
- [ ] The Mini Bike, Section B, over 11, under 85 lb. division

9) The greatest danger to U.S. motocross is:
- [ ] Unscrupulous promoters
- [ ] European supremacy
- [x] Noise
- [ ] The refreshment stand hot dog.

10) The most hazardous place at a typical motocross is:
- [x] The first turn
- [ ] The pits
- [ ] *That* downhill
- [ ] The portacan

11) What has motocross got that other motorcycle racing doesn't:
- [ ] Exciting action
- [ ] Elevation and terrain changes
- [x] The need for the ultimate in physical conditioning

Cont'd. on page 8

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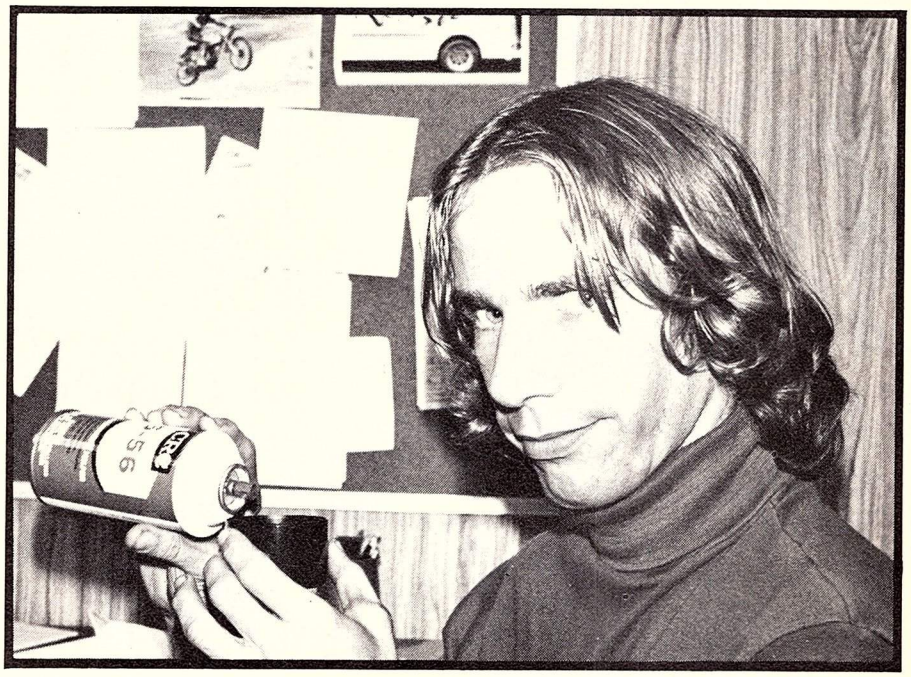

From the time the Beatles went to consult the Guru Maharishi Mahesh Yogi to the time 15-year-old Guru Mahara Ji got hit in the face with a pie, it's been *tres* hip to set your head straight with a Guru. So I did it. Yep, I figured that the Bazzer has been to all the schools like Gary Bailey's, John De Soto's, Rolf Tibblin's (I even once taped my knee protectors to my chest and showed up in drag at Joel Robert's powderpuff class) and I've read all the books from *Mr. Motocross* to *How to Win at Racing.* I gobble jars of Whoop-De-Chews and I watch Marty Tripes very closely. In short, I've done everything I can to win races, and I ain't winning any races.

So like I say, I figured the only thing left was to get myself a Guru. Does that sound strange to you? Not if you live in L.A. There're Gurus for everybody out here.

A quick rummage through the grease-stained and outrageously dog-eared "Motorcycle" section of the yaller pages drew a blank, but as always, *Cycle News* came through. There, in the Want Ads section sandwiched between "Suzuki TM400, only one race, broken leg forces sale" and "Dear Willie: Nya, Nya. Signed: Roger" was the ad I was looking for: "Race winning secrets of the East. Better motocross through Inner Peace. Swami Motorahji Guru-cross." One phone call and I made arrangements to meet the Guru at Saddleback Park the next Sunday.

Have you ever seen a Guru? I mean a real live *motocross* Guru? You wouldn't believe it. He showed up Sunday in the most outrageous van I've ever seen. It looked like a pre-war step van of the milk truck variety, painted battleship gray and sporting a set of 15-inch Tru-Traction Sure Grips on mag wheels. Each side had a huge smoked glass porthole and painted in bold circus lettering were the words: "SWAMI MOTORAHJI GURU-CROSS" and below that, "Master of Masters, Holy See, Third In Line To The Porta Can Throne and Injun Tom's Snake Oil Dealer." On the back of the gray battlewagon was an R. Crumb rendition of a skinny Swami with a big grin in the classic stride and the words: "Keep On Truckin' Without Guilt." Faaarr out.

The Guru himself jumped down from the driver's seat, laid five on me and said, "Guru Motorahji, at your service." He spoke in an accent I couldn't quite place.

I fell to my knees. "Oh Guru, Master of Masters, Seat of the Universe, Knower of All Wisdom . . ."

"Cool it, Bazook. Enter my rig."

We climbed into the back of his van and he took his place on the pillow-strewn floor. He looked, at best, strange sitting there wearing nothing but an old *Martini* track banner wrapped around his waist and a turban made of unwashed J-T racing socks.

Leaning back against the carpeted interior, he slipped a Ravi Shankar tape into his quad system, took a long toke on a hookah pipe placed in the center of the van and exhaling a wispy plume of green smoke asked, "What ees eet, my son, you weesh to know?"

"Master," I said (I had been watching *Kung Fu*), "Master, how do I go fast?"

"Eeet ees wreetin that to go fast one must have eener peace. Theenk happy thoughts. Theenk about flowers. Theenk about trees. And, oh my goodness, you must theenk about butterflies."

Guru, huh? Sounded more like a PR man for the Sierra Club. But this must be costing me an arm and a leg so I'll do what he says.

Sitting on the line waiting for my moto to start, I got it on with the happy thoughts. I wasn't doing too bad, either, until this guy next to me started up his scoot.

Kickity kick kick BRRAAAAN-GAH BRANG BRANG DUUUuuuuh PHAAAAFT! "@$%¢& spark plug. Hey, buddy," he screamed under my helmet, "Hold this @#$%¢& bike while I change the @#$%¢& spark plug. @#$%¢ Zody's spark plugs. Always @#$%¢& fouling when I @#$%¢& need 'em the @#$%¢& most. Right on the @#$%¢& starting line. @#$%¢&!"

Inner peace.

The guy got his bike going again but just as the gate fell, my own machine loaded up and I was last off the line.

Happy thoughts.

Down the straight and into the first turn I managed to work my way

into the center of the pack. Coming out of the turn some guy hooked my Jofa with his clutch lever at the same time somebody else on a 500 BSA was finding traction on my instep.

Flowers.

Around the second turn a squirrely squid on a CZ ate it in front of me and I T-boned him. The guy behind me went over the bars and got his leg lodged between my wheel and the swingarm.

Trees.

Cleaned up that mess and got going again, my mind feverishly seeking inner peace when I overshot a berm and picked up 40 feet of plastic flags in my sprocket.

Butterfl . . . ARGH!

The rear wheel locked up solid with the plastic flags while I was tapped in fourth going down "Banzai Hill." How on earth do I get involved in these things. Back to the pits.

"Oh Guru, Most Noble Knower of Spoke Torque and Keeper of The Moment of Inertia, my forks aren't damping right. Tell me, Sock Head, what I can do to fix my forked up forks?"

Cont'd. on page 13

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WFO *Continued from page 4*

☐ Berms

12) What do you look for in a motocross course:
- ☑ Elevation changes
- ☐ Lots of turns
- ☐ Traction
- ☐ Dynamite pit tootsies

13) What does it take to be a champion:
- ☑ Factory support
- ☐ Don Jones
- ☐ The love of a good woman
- ☐ The love of a bad woman

14) Who is likely to be the first U.S. world motocross champion:
- ☐ Jim Pomeroy
- ☑ Marty Tripes
- ☐ Brad Lackey
- ☐ Sochiro Honda

15) If the President sent the National Number One motocrosser a telegram, it would most probably come from:
- ☑ The Western White House
- ☐ The Florida White House
- ☐ The Washington White House
- ☐ The Selective Service

16) Ake Jonsson's new Yamaha most reminds me of:
- ☑ Speed personified
- ☐ The eventual world champion in the Open Class
- ☐ My Yamaha

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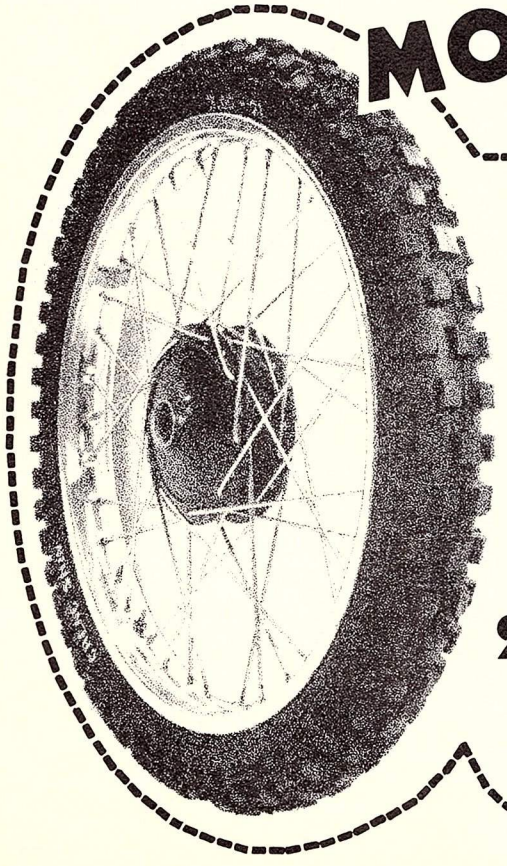

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17) Roger DeCoster's Suzuki most reminds me of:
- ☐ The world Open champion
- ☐ The 400 Cyclone
- ☑ My Suzuki
- ☐ A very fast kangaroo

18) When I sit on the starting line before a race I usually think about:
- ☐ The first turn
- ☐ The downhill
- ☐ My clutch
- ☑ God

19) A qualified flag man should have:
- ☑ A good knowledge of what's happening at all times
- ☐ Eyes in the back of his head
- ☐ Eyes all the way around his head
- ☐ Two cups of black coffee and several No-Doz before each moto

20) Without motocross:
- ☐ All the excitement would go out of my life
- ☐ The world would be a grim place indeed
- ☐ The freaks at MOTOCROSS ACTION would be out of a job
- ☑ All of the above

Mail your answers to the friendly, inquisitive folks at the A.M.A., 33 Collegeview Road, Westerville, Ohio 43081. We're sure they'll be pleased to hear from you. *

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garbage of the ganglia DIRT

If you've ever gotten a press release in the mail, you know how uniformly boring they manage to be. That's why we were so surprised when we rediscovered the combination to our mailbox and pulled out this little gem the other day. It's from the National Motocross Association (N.M.A.), and starts off . . . "When all the facts are in, I'll bet dollars to doughnuts that we learn of the mishandling of millions of dollars of A.M.A. funds by their corporate officers." The letter goes on to say that one reason the N.M.A. was started was because of dissatisfaction with A.M.A. methods of operation, and is signed by one H. Jackson Zinn, the N.M.A.'s corporate counsel. Said letter closes with the cheery news that, "Unlike the A.M.A., the N.M.A. does not feature high membership fees, insurance rip-offs with high deductibles, etc."

Harsh words those, so we called up the N.M.A. and asked, "What goes, guys?"

According to an N.M.A. official named Ed Bonderant, the N.M.A. has no interest in going head-to-head with the A.M.A. Bonderant told us that his organization was founded simply to offer non-pro experts a chance to race for substantial purses. The idea is not to take the A.M.A.'s place, but simply to fill a gap in the larger organization's racing program.

Fine. But then why the harsh words?

Well, said Bonderant, just because we want the whole truth to come out on the Russ March firing. We don't want any trouble with the A.M.A., we just want them to tell everyone what *really* happened, instead of just saying that their press releases told the whole story!

Be that as it may, the A.M.A. is not amused. They've threatened to sue the N.M.A. for libel unless the boys from Kansas (N.M.A. began as a strictly Kansas organization) print a retraction of phrases like "insurance rip-offs" and "mishandling of millions of dollars." N.M.A. is thinking about it, but they point out that "mishandling" is a word that covers a wide range of behavior.

Stay tuned for further episodes of "As The Motorcycle Association Turns" on this station.

* * *

Ever wonder what's inside Molly Blue's Goodie Box? Here's your chance to find out. Just enter any or all of the Trans-AMA races and you will receive one/each Molly Blue Goodie Box. HRL Lubricants put together this titillating package with the help of Bell, Loctite, Sperex, J-T, NGK, Cycle News, Torsten Hallman, Protec, Circle and Boge in the interest of the rider. It's got all sorts of stuff in it that will make any motocross freak, freak.

* * *

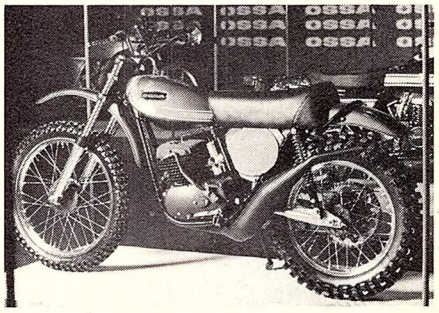
Remember that little thing we did a couple of issues ago in "Dirt" about the shops we'd like to see called Waco Maico and Hermosa Ossa? We hooked one. Dean Wood of Apple Valley, California, sent in these gems: A Honda dealer in Ronda, N.C., would be called Ronda Honda. (And when you've got troubles you could run in the place and sing: "Help me Ronda, help help me Ronda!") If you wanted to buy a VR in Odessa, Fla., you'd have to go to Odessa Montesa. Do you suppose there's a Cooper dealer in Cooper, Texas, called Cooper Cooper? Sooper Dooper Cooper Cooper? Of course, there must be a Trenton Penton, but Dubuque Suzook? Really.

* * *

There's a rumor around the office that Baz was also asked to pose for *VIVA* wearing nothing but a Jofa and a J-T sock. Hmmmmm.

* * *

Hootch-O-Cross? Sure, why not? Yep, they've got this beer in Europe called MOTOCROSS. Let's face it. What red-blooded, two-fisted motocrosser doesn't take an occasional slug of the suds after a hot moto. Some enterprising dude on the continent figured it out and is now marketing MOTOCROSS beer. We'll test a case or two and let you know how it works out.



Somewhere in this issue you will find our monthly "New Shoe" feature. This month it's all about John Joyner, a 19-year-old farm boy from the South who is, possibly, one of the few remaining hot shoes worth something on the National Circuit but as yet "unsnapped-up" by one of the big racing factories. Right now, Montesa's got him in the palm of their hand and they don't even know he's alive. John's on one of Montesa's "Here's The Bike, Have Fun" sponsorships, and a country farm boy just can't make ends meet close enough or long enough to hit the Nationals or a pro series with such a deal. We can't understand why Montesa doesn't wrap the guy up and campaign a machine for him. They've certainly got the machine for it. The VR motocrosser has proven to be fast, light and certainly competitive. It's worked before. Montesa got incredible mileage out of teen-age super-star Mike Runyard, holding on to him for five years and selling many motorcycles in the

process. And it doesn't cost that much to get around the country with a bike. You don't have to go first class all the way like certain Japanese vagabond racing teams. In fact, we think it's more fun to go racing out of your pocket, especially if it's a big pocket like Montesa's.

* * *

If you've been ogling the full color, true to life photos twixt the covers of MOTOCROSS ACTION, you probably noticed that the Czech international motocross team of Jaroslav Falta and Antonin Baborovsky has been showing up at the races sporting a couple of very funky chest protectors emblazoned with the proud logo of 7-11 Food Stores. How, you may wonder, did the local corner market ever get involved in motocross?

"Well, it just sorta happened," says 7-11's Bill Wooten, Merchandising Manager for western stores, "I race motocross myself a couple of times a month so I'm naturally interested in the sport. I heard about

Cont'd. on page 18

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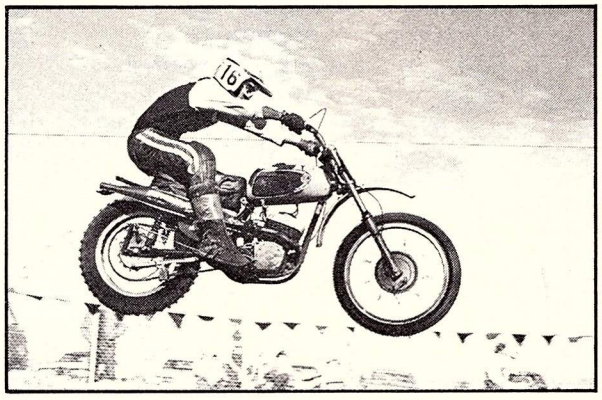


MAIL ENTRIES

NOTES FROM THE HOME FOLKS

Many people in the Southeast would like to see coverage of local events in future issues. A fact that probably surprises many reporting staffs is that there are so many MX events held in relatively out of the way places. Middle Tennessee has no less than eight tracks, for example, all of which are very competitive. From observations I have made during the summer, average weekly attendance is around 2000. It would be an interesting addition to your magazine to cover events of this type. It is very difficult for the average reader to relate to the internationally publicized riders. In some cases, a "local yokel" column would be welcomed.

Jimmy C. Burchett
Nashville, Tennessee

As we mentioned in our first issue, Jimmy, MXA will occasionally cover a day at the "Pumpkin Center" motocross. However, space limitations and general reader interest do not allow us to make this a regular thing. After all, while all the folks in middle Tennessee would get off on seeing coverage of their events, the folks in, say, southeastern New Mexico might not be too interested. That being the case, we have to leave local coverage to the local weeklies and monthlies. The same goes for a "local yokel" column. Besides, do you know anyone who'll admit *to being a local yokel?*

PROMOTE YOUR OWN

Here I sit in Anchorage, Alaska, dreaming of heat prostration and 20-minute motos. Yep, I'm away up here in the wastes of the northland.

Your magazine really did wonders for my morale. All the far-out pictures and mindless ramblings were entertaining.

There's racing up here; quite a lot really. But most of the people are flattrack freaks. FLATTRACK! Bleah! Over to one side of the flattrack is an MX course. There are races every Sunday, but the track is only about 50 yards long, and nine or ten 125 experts is considered a horde. Unfortunately, the flattrack and MX races are promoted by the same guy, and he's really *stock car* oriented. So, he thinks that ovals are neat, but doesn't get too excited over real racing. As a result, the MX is suffering. You know: five-minute motos, no crowd control and only one track change all year (he put in a jump). But worst of all, he's got no knowledge of motocross. HELP!

Any ideas about what I can say to this guy? Could you guys tell him how to run MX? I'm appealing to you because of the prestigious nature of your publication (?). Any help/ideas/information would be sincerely appreciated (much groveling and bowing in the direction of the MXA offices).

Jay Richert
Polar Bear Lifting
His Leg MX Team
Anchorage, Alaska

You might get him a subscription to MXA, Jay, or just tell him your mascot is going to pay him a visit. Afraid we don't have much pull with stock car types, and telling your promoter is one thing, interesting him is something else. You guys might try sponsoring your own races. They tell us there's lots of wide open space in Alaska.

By the way. How do snowdrifts work as berms?

MORE NOTES FROM THE FOLKS

In your third issue's coverage of the Atlanta National there was an understandable, yet grievous, error. Third overall in the 250 class was the Ricky Jordon of Douglasville, GEORGIA, not the one from Little Rock, Tennessee. Ricky's Noguchi is sponsored by Dirty Distributing of Atlanta, but it was his ability that put the whammy on those national-type heroes.

Hopefully, you will print this correction in your next issue, emphasizing the word GEORGIA. Also, I would like to take this opportunity to nominate this talented local hero for your New Shoe of the Month feature.

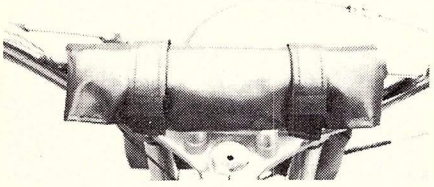
Thanks.

Gary Crider
Athens, Georgia

Our mistake, Gary. Tell us some more about your boy. Meanwhile, take heart in the fact that the editor was born and bred in Savannah, and sure as hell knows how to spell GEORGIA. *

Carl Shipman's THE DIRT RIDER

PROBLEM SOLVERS:



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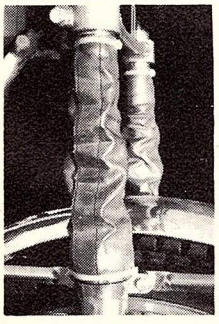

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BAZ'S BOX

Cont'd. from page 7

"My son, does not the berm quake under the knobs of a Maico? Rid yourself of geelt for eet ees wreetin' that there ees a fork fluid more powerful than all the bouncer oil een the universe."

"Tell me, Guru, what is the secret? Is it Lubri-Toke? Ball-Roy? STP? THC? ATF?"

"Cheeken Soup."

"Chicken Soup?"

"Cheeken Soup."

The Swami produced a familiar red and white can from under one of his pillows. With one DNF already I didn't have anything to lose so I drained my forks and measured in 160cc each of concentrated chicken soup, screwed the caps back in and gave it the old forky-bouncy. SKORT SKORT, SKORT SKORT. Sounded kinda weird, but the Swami said it would work.

The last moto was squid heaven. I hit the first turn first and opened up a 20-second lead which I held for the whole moto. With one lap to go, I had the race in the sack; nobody was near me.

Then it happened. (You knew it was going to happen, didn't you?) The first thing I noticed was two diced carrots working their way out of my fork cap vent holes. Then, just as I entered a section of whoop-dedoos known as "The Continental Divide," the forks locked up like a seized pogo stick. The impact of the first whoop tore my right handgrip off the bars. The second whoop did the same to the left handgrip. By this time I had lost contact completely with my motorcycle but, as fate would have it, we were reunited on the third whoop. Ah, man and machine together as one. Unfortunately we were upside down at the time and not getting any closer to the guy holding the checkered flag.

I staggered back to the pits carrying with me a bent fork leg, noodles oozing from the ruptured oil seal. The Swami saw me coming, however, and was able to make a clean escape. Oh well, who wants to go to jail for bludgeoning a Swami to death anyway.

I did learn one lesson from the experience: There's no secret to winning motocrosses. It takes lots of work and lots of practice. But just between you and me, I know this guy who's a hypnotist and he says he can . . . *

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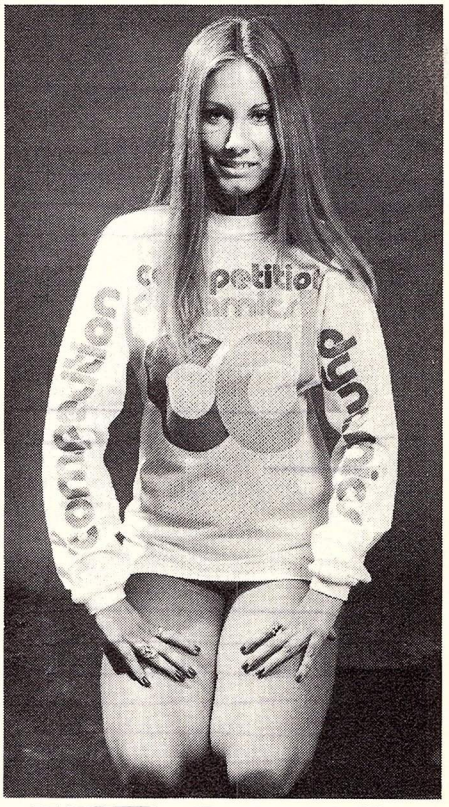

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WRENCH WRACING

SHOCK THEATRE

I can't afford trick shocks for my Kaw, so I was wondering if turning them upside down would help or hinder?

Lee Marple
Chico, California

Hinder, probably, since most of the time upside down shocks won't work at all. Some unconventional designs (like Curnutt, for instance) work fine flipped around. As a matter of fact, this reduces unsprung weight because only the plunger moves, not the entire shock body and etcetera. But we advise that you leave your Kawasaki stockers alone.

MAICO WHAT-O?

My Maico has a 36mm Amal on it and the slide has broken once already. It had to have a new piston and a rebore. I was wondering if there's any way for me to solve this problem.

C. Grade
Valencia, California

Sorry, but nothing works short of replacing the entire carb every couple of months. As the slide wears, it begins to chatter within the carb body and there's not much you can do about it. You might be able to prolong the useful life by spreading epoxy around the skirt of the slide on the inside. At least that way, the next time your Maico eats a slide it'll get indigestion.

TIMING, TESTING, TIMIDITY, TIBBLIN, AND SZILAGYI

I saw your timing procedure for an electronic ignition, but how would you do it on a standard system? Second, are you going to do a test on the Elsinore 125, or a 125 shootout? Third, how does a 14-year-old get his parents to let him race? My mom has convinced my dad that it's too dangerous. Help! Fourth, next time you see Rolf Tibblin, ask him to teach MX in Florida. Fifth, how do you pronounce Pete's name?

Chester Shepherd
Palm Harbor, Florida

One, Carl Shipman has written a very good book called Tuning for Performance. *Send him $5 and tell him you need it: The Dirt Rider Company, P.O. Box 14422, Albuquerque, New Mexico 87111. Two, didn't you see our fourth souvenir issue with our Honda report? Better subscribe so you won't miss any. Third, your mother is half-right. It's dangerous, but not* too *dangerous. Boxing, hockey, wrestling, smoking, drinking beer and riding on the street are too dangerous. Fourth, Rolf Tibblin is running the kind of school that won't fit in a bus. Why don't you consider Gary Bailey's classes instead. Fifth, Szilagyi is pronounced just like it's spelled, if you can read Hungarian.*

DOES KLOTZ KLUTZ?

I was wondering if there's any way to put a Kawasaki Z-1 gas tank on my Super Rat.

Seriously, two or three shops around here said that Klotz oil is the reason why my connecting rod rusted up. I thought it was because I fell through the ice during a hare scrambles last November and then let the bike sit for two weeks before tearing it down. What do you say?

Stormin' Wilbur
Covington, Indiana

Do you know what you get if you cross a Zebra with a Super Rat? No place to sit, for one thing. And to answer your other question: You're right, not the shops. Long ago synthetic oils didn't contain rust inhibitors, so when someone really doused their machinery and didn't run it immediately thereafter, things would start to rust. The same thing happened with super engines when they were shut off and condensation occurred. But Klotz definitely won't rust your bike, rest assured.

Incidently, we're going to forgive you for mentioning that other sport—this time.

KAWASAKI KUT-UPS

This is the Burley Kaw Krosser writing. I'm putting a 125 head, barrel and piston on my 175 and would like a few handling secrets and more horses, too. I've got Konis and I'm pulling 21.5 ponies on the dyno, but I'd like to beat those Yammies and Buls on a flat-out drag.

Merlin Whitaker
Burley, Idaho

Handling would improve with a Webco or Circle Industries' fork kit and some Cycle Products West Z-plates for lengthening the swingarm. Also, try setting your Konis on soft damping with 75-pound springs. Or if you weigh more than 160, go for 60/90 Girling springs.

Now, motor magic: Go find a Green Streak Jr., or at least the specs for one, then take your motor and degree it out to match the port and rotary disc timing. Go 2-4mm bigger on the carb dimensions. And build a pipe with all the 100cc dimensions plus 10 percent.

If it blows up, cry for two days (no more) and wait for the '74 Kawasaki MXer. Come to think of it, that might be a better idea anyway.

OKLAHOMA CRUDE

I want to take the autolube off my '73 Yamaha 250 MX and install a still air box, but my dealer said it's a hassle. What about it? Also, I bottom out my forks quite a bit and wonder what can be done about that.

By the way, who's the chick on the Pogocrosser?

Dean Cummings
Breckenridge, Colorado

Keeping that dredge is more of a hassle than taking it off. Just unbolt it and plug the hole in the cylinder. Then go to a real pre-mix setup, but watch your plug readings. You might have to go richer through the whole range because you'll have oil gushing around where it used to be mostly gas.

We don't know who Miss Pogocross is, but you can send her fan mail at the Pennsylvania address; just don't say we told you to.

And you, Doug Sousa, Tim Davis, and many others have sure lucked out this issue for, lo and behold, somewhere herein there's a tech article on Yamaha forks. Ask and it shall be given you, etc.

SUZUKI 90CC POLLUTER

I own a Suzuki TS90 and for the first half hour I ride, whether it's warm or not, it smokes. Any help will be appreciated.

Steve Wikle
Dublin, Virginia

Do you only keep a half hour's worth of oil in it? Besides, where do you find motos longer than 30 minutes? Actually, you should take your pipe and muffler apart and clean them. The residual oil and gunk in there is probably causing your smog problem. *

GET INTO A 250 cc QUICKER!

If you have been saving your bucks to buy a true competitive dirt machine . . . here is great news! You can now order a rugged European MX'er, the 250cc AJS Stormer. These are brand new machines, available for immediate delivery anywhere in the U.S. The 250cc Stormer has proven itself from Baja California to Maine. It's lightweight together with the superb handling characteristics and low-end torque making it an excellent machine for pros and beginners. The Stormer has a 250cc square "torquer" engine mounted in a rugged, super-light frame with a tuned silencer expansion chamber. Dry weight: 222 lbs., with one of the most comfortable saddles in the field. Special features include super traction (English) Dunlop tires and Akront rims.

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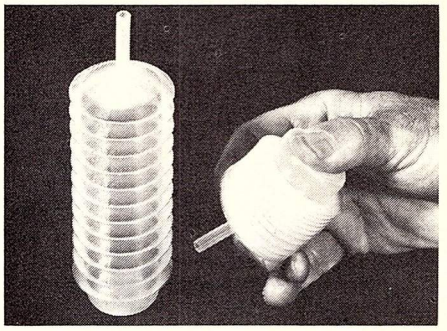
TRICKS FROM THE TRADE

New products for the discriminating motocrosser

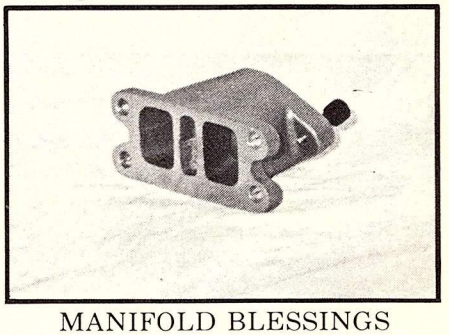
IN SEARCH OF SMALLNESS

In the beginning, there was the paper air filter, and pistons were often wet and dirty. Then a mad scientist from Hackensack, New Jersey, created the foam filter, and people said, "Ah, the hot setup!" And it was—sort of. Then came the cloth, or gauze filter, and there were mutterings in the land. The ecologists said, "Do you realize how many thousands of blades of crabgrass it takes to manufacture a cloth, or gauze, filter?" The average, ham-handed home mechanic said, "Sure is easy to stick your finger through one." And the dedicated maintenance freaks wailed, "What's the best way to maintain them?" Fingers and crabgrass aside, there is an answer to the questions which these newfangled thingies instantly raise. After years of crystal ball gazing, research, testing and like that, K & N Engineering has released their new Air Filter Oil, formulated specifically for cloth or gauze-type filters. K & N wants you to know that their new slimy stuff sets up a protective curtain which catches and holds even minute, not to mention hour, particles of dust and dirt, while allowing mother nature's bad breath to pass right on through. Furthermore, K & N oil will not clog or drip off the element, according to the charmingly disinterested folks at K & N. The new formula comes in a five-ounce aerosol can, which can be expected to treat four large, or about 12 small, or possibly eight medium, filters. It retails for $1.49 at all with-it K & N dealers, or contact K & N Engineering, P.O. Box 1329, Dept. MXA, Riverside, California 92501. If you mention that you heard the skinny in MOTOCROSS ACTION, K & N will send you a special blend which will catch even those teeny-tiny half-minute particles.



MY THAT FEELS GOOD

Hands so shaky after the last moto that you can't even change your fork oil without slopping all over the place? Cheer up. Petrochem is eager to sell you this little gadget called a Fork Filler, with which you may appropriately fill your forks. No muss, no fuss, just suck up the fluid into the filler and then "power inject" it into the fork tube. Done properly, this will eliminate spillage and over and under fills. Done improperly, God only knows what will happen. The filler can also be used for filling batteries with water, in case you're using one of those trick, battery-type ignition systems. The Petrochem Fork Filler is available at a good many motorcycle dealers for a piddling 50¢ or thereabouts. When you hand over your four bits, tell the man, "I hope you realize I could have bought two-thirds of a copy of MOTOCROSS ACTION with this money." He'll definitely be impressed.

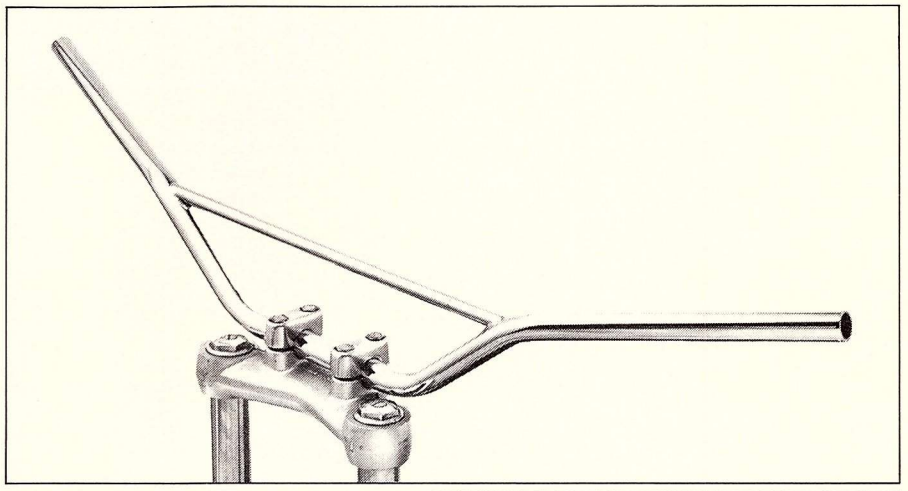


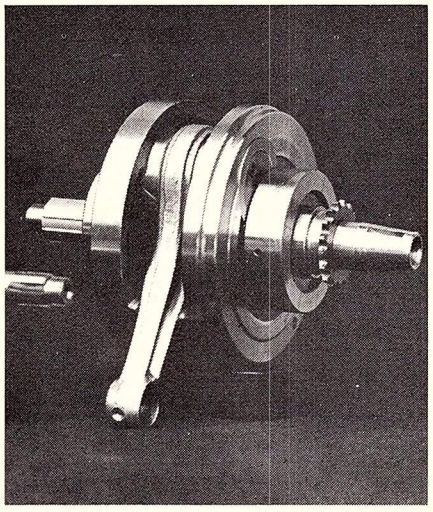
MANIFOLD BLESSINGS

There is a large body of opinion which holds that the Mikuni carb is the hot setup for 250 and 400 CZs. If you tend to agree, you might want to consider one of Grand Prix Cycles' manifolds. They retail for $16.50 plus shipping (plus five percent tax for downtrodden California residents). Specify whether your bike is a 250 or 400 when ordering, and be sure to give your carb size as well. Order yours from Grand Prix Cycles, Dept. MXA, 2450 El Camino, Santa Clara, California 95051. Mention that your CZ runs better because of MOTOCROSS ACTION and they'll know you're for real.

SOMETHING TO HOLD ONTO

Universal Accessories is offering you the chance to pick up on a set of their motocross bars in the color of your choice (so long as it's chrome or black). The bars are made of ⅞-inch tubing, with a wall thickness of 0.109 (as opposed to what Universal says is the usual 0.065 or 0.083) and are heliarc welded to make them "stronger than dirt." But then, how much heliarced dirt do you see nowadays? To ensure accurate fits, the throttle side of each Universal handlebar is ring gauged before shipment. Get yours at a leading dealer around the country for a fair trade price of $12.95, or write to Universal Accessories, Dept. MXA, 1712 S. Akard, Dallas, Texas 75215. Tell them super-heliarced and 0.250 thick MOTOCROSS ACTION suggested you give them a buzz.





STROKER CRANKS

We'll pass over all the tasteless jokes we could make here, and get right to the meat of the issue. Powroll Performance Products says that the most effective way to get more torque out of the Honda four-stroke singles is a stroked crank assembly. Could be. In any case, Powroll's specially modified cranks are available for the Honda 100s, 125s and 250s, among others. Prices range from $55 for 70cc and 90cc cranks to $116 for the XL-250. Cranks are stroked in runs by model, so you should contact Powroll for information on the best time to send them yours. After they get through doing their thing and send the makin's back to you, reinstallation is like a stock bolt-in. Contact Powroll Performance Products, Inc., P.O. Box 1206, Dept. MXA, Bend, Oregon 97701, and tell 'em MOTOCROSS ACTION was the cause of it all.

DO YA LIKE KNOBS A LOT?

If you do, the new Pirelli 4.50x18 Supercross may be just what you've been looking for. It's patterned after the popular 4.00x18 Supercross (the name department at Pirelli was on vacation that week), and features a full GP tread which extends far into the sidewall. Pirelli says that the new tire offers substantial improvements over its smaller, older sibling, due to its heavily lugged center tread which aids straight-line traction and braking. The new 4.50x18 is recommended for most motocross applications, excluding, perhaps, the mini bike class. See your nearest Pirelli dealer or write to Cosmopolitan Motors, Inc., Dept. MXA, Hatboro, Pennsylvania 19040. Tell 'em MOTOCROSS ACTION recommends knobbies for most motocross applications.

A MONOSHOCK CHEST PROTECTOR, YOU SAY?

We called up Yamaha the other day and said, "What's new, guys?" Well, of course we were expecting them to tell us all about their rumored two-cylinder, diagonally mounted, 413 MX with the ported pipe; but instead they said, "Yamaha doesn't think that competition riders should have to sit there and take it anymore." Curiosity piqued, we asked them what they meant. Seems Yamaha Parts, lusty offspring of the mother company, has introduced a new chest protector to protect you from the muck that the guys you're overtaking are churning up. We assume it will also protect you from the muck the guys who are lapping you are churning up, but maybe not. Anyway, this new polyfoam and felt widget is said to be light as a feather, with a Velcro strap in the appropriate place. Get yours from your favorite Yamaha dealer. Tell him the much-pelted guys at MOTOCROSS ACTION sent you and he'll throw in that Velcro thingie free. *

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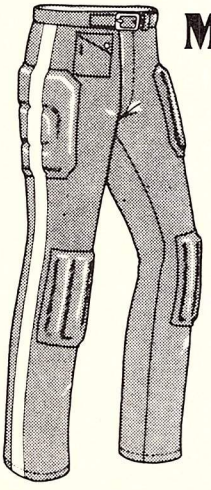
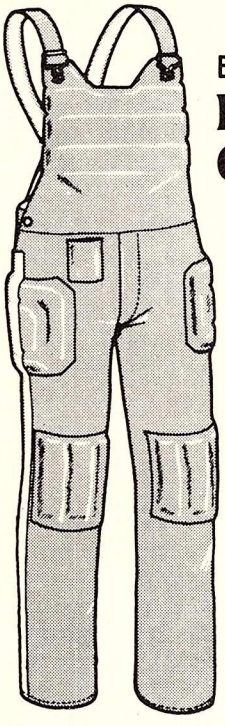


Motocross Denims

for Racing or Street

Snap Pocket

Red or Yellow Stripes and Stitching



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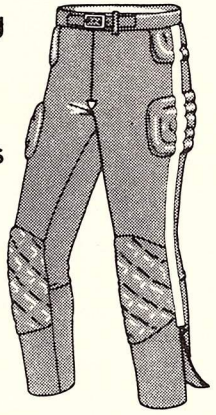

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DIRT *Cont'd. from page 11*

the Superbowl and I thought it might be a good exposure for a little advertising. Our stores cater to the motocross people, men in the 15 to 35 age bracket. We're the corner store, the place where you pick up your Gatorade, the chow for the cook-out and the beer."

Gosh, we never thought of that, but if he says so, guess it's true. Anyway, Bill got together with Mike Goodwin, the guy who promoted the Superbowl and worked out some sort of deal. The riders ended up wearing the funky chest protectors and 30,000 race fans and a few million magazine eyeballers ended up saying, "Hey, Cheech. Hey, man, dig those far-out chest protectors, man. It says 7-11, just like the store. That's really far out, man." Falta thought the bod shields were so neat, he wore his for the whole Inter-AMA series, blowing minds from coast to coast. 7-11 was so freaked out by all this exposure, they're going to present a special trophy to the two Czechs when they return for the Trans-AMA.

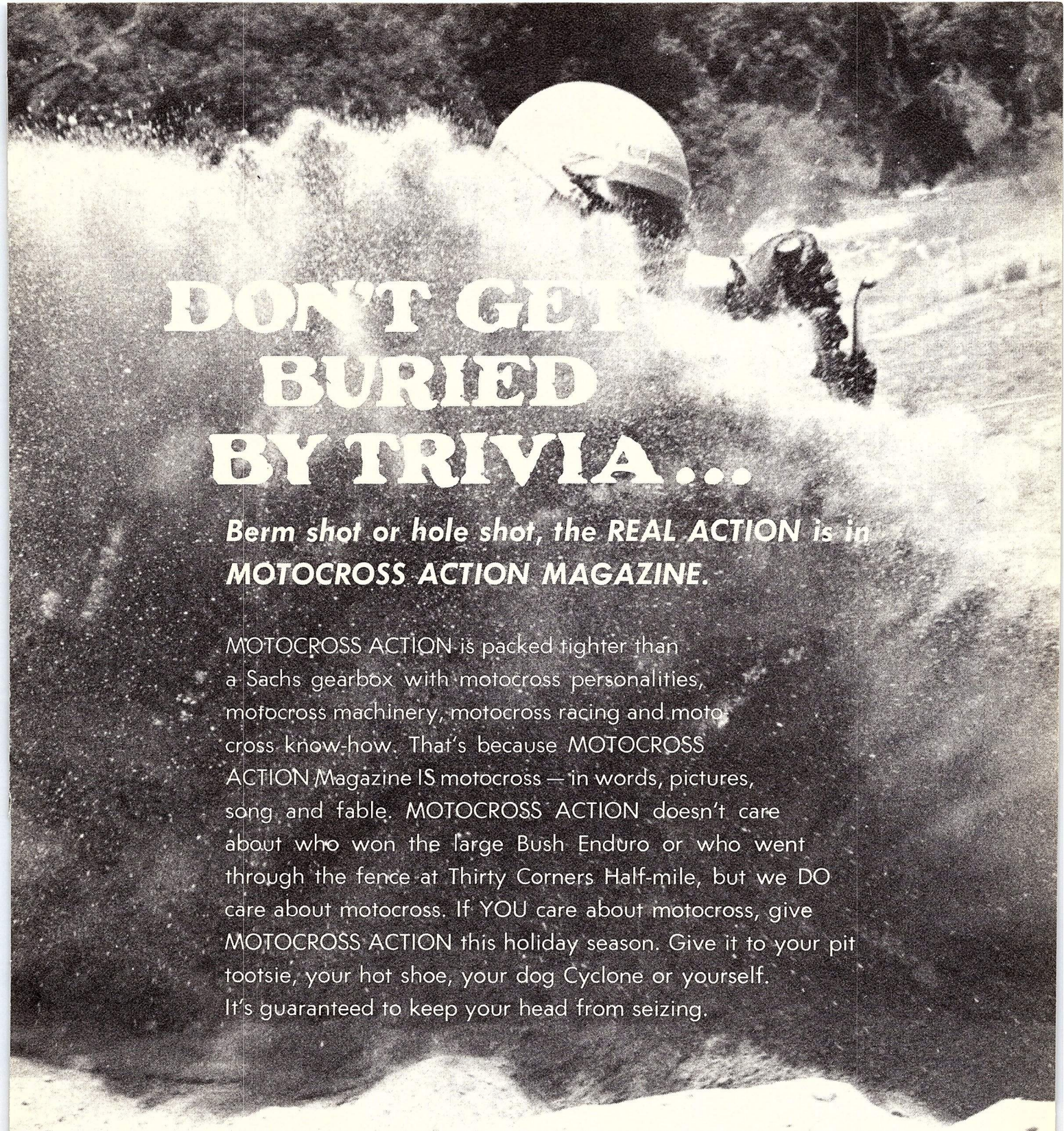
It's always good to see outside companies like Hang Ten, Olympia and 7-11 Stores get into the act. If this little dab by 7-11 works out, they're thinking of upping the ante next year with some possible big race sponsorship. So next time you go out for beers, hit the local 7-11. They've got mud in their teeth. And look for those far-out chest protectors. Rex Statten wears one so they must be funky.

* * *

By the way. Actual attendance for the Hang Ten United States Grand Prix was about 21,000 and not the 40,000 you read about in the papers. Why? Well, just like the seemingly endless battle for horsepower supremacy among the Spanish motorcycle builders resulted in outrageous and inflated phony promises and readings taken at the wristpin, the big-time race promoters are playing their own game of "Oh Yeah?"

We really don't see why. Twenty-one thou ain't too shabby for a motocross in this country. Nothing like the 200,000 they get in Russia, but . . . Hey, wait. Maybe they do the same thing in Russia. If the game goes international, we can just see Gavin Trippe next year screaming into the phone, "Oh yeah? Well we got a million in Peoria."

Cont'd. on page 72



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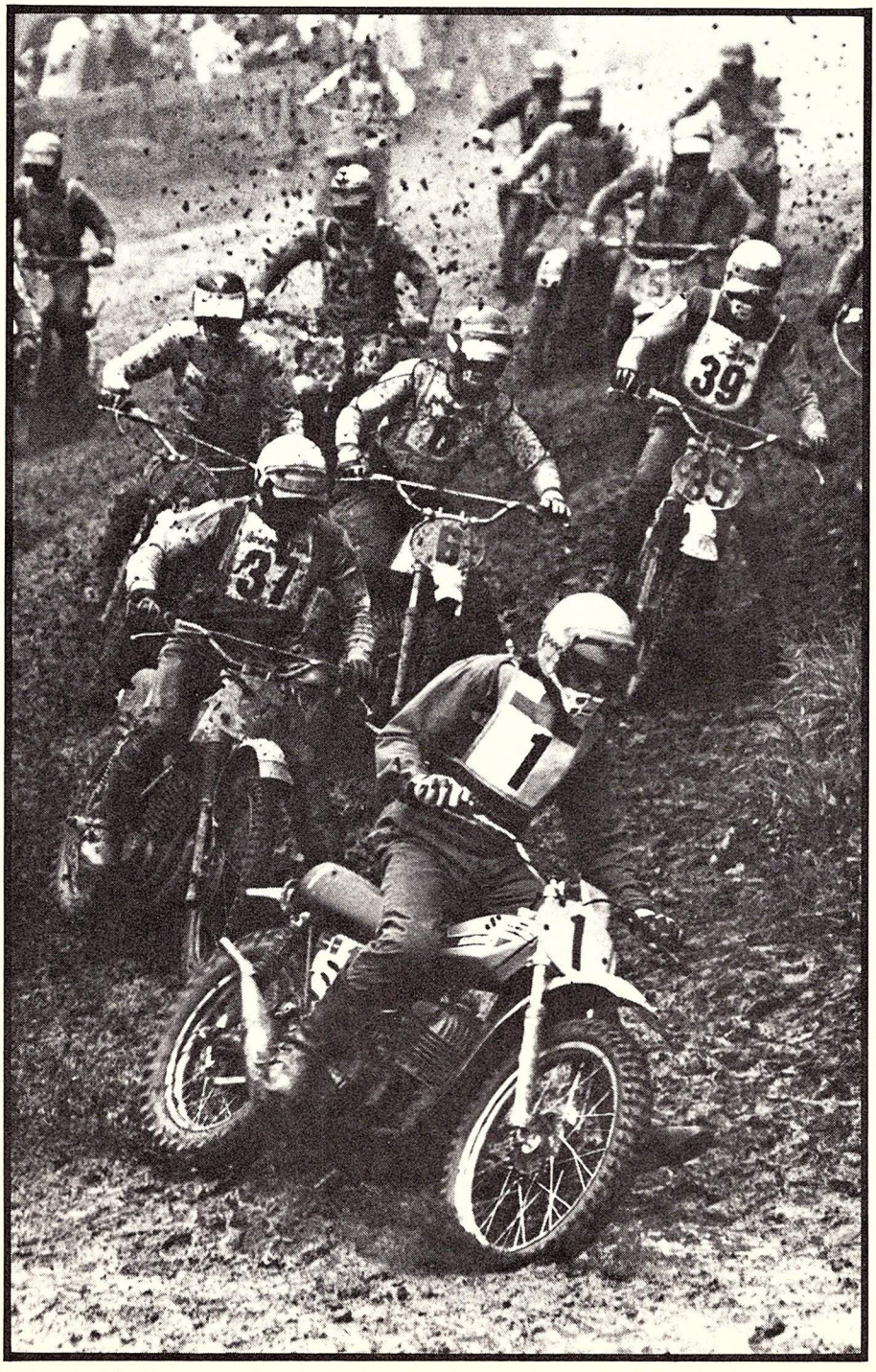
COMPETITION *when roger says he likes rock, he ain't talking about the grateful dead*

By DAVID MALTAIS

WEST GERMAN GRAND PRIX



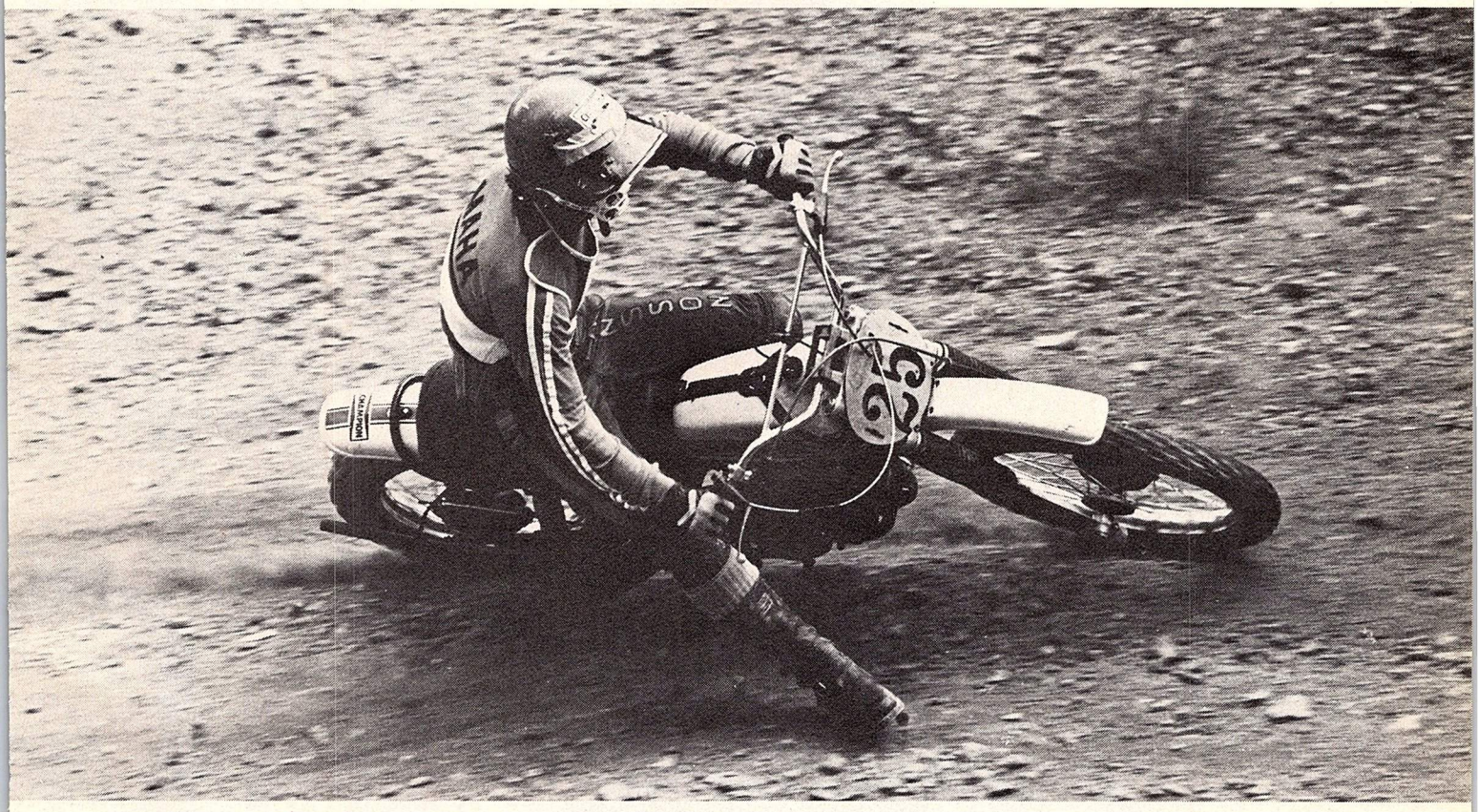
It's been a hare and hound thing for the World Championship in the 500 class this year, with Maico rider Willi Bauer playing hound to Roger DeCoster's hare. After his upset win at the first U.S. Grand Prix at Carlsbad, California, Bauer was pushing DeCoster on points going into the Grand Prix of Germany at Bielstein. With only a couple of points events left to determine the championship, the Bielstein race was a crucial one. And it was being held on what is considered to be Bauer's home track.

A familiar track, friendly fans and one hell of a ride through the slime and rain gave Bauer the first moto win over DeCoster by a full 35 seconds. It looked easier than it was. A downpour which had started early in the morning quickly turned the narrow, rutted course into a soupy mudbath by the time that time trials were over, and the riders had to fight the terrain and weather all the way. Ake Jonsson followed Roger Mud Dodger across the line for a third—one of his best rides of a disappointing season.

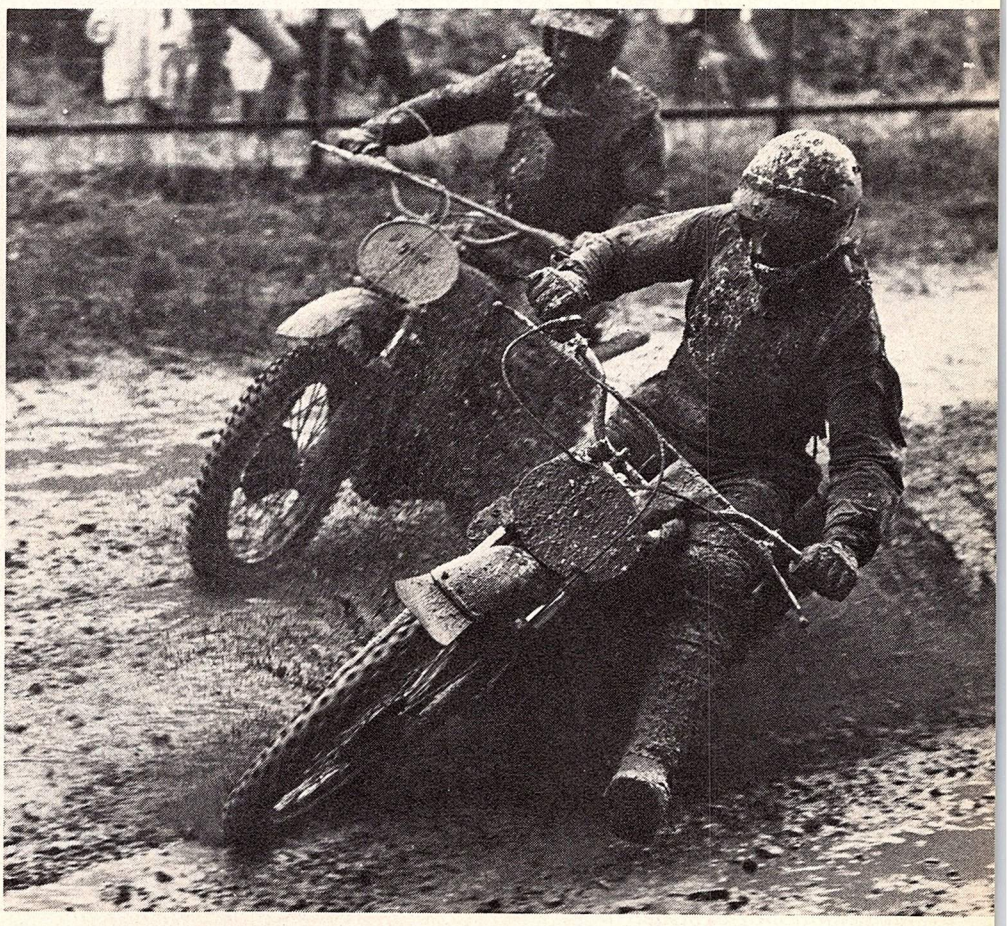
The Suzuki people knew that it was important for DeCoster to beat Bauer on his home track, and they had high hopes. Roger has had trouble getting used to his works 370 since it had to be modified to meet the FIM minimum weight requirements, but things seemed to be coming together at last. In an attempt to improve handling suddenly gone twitchy with extra weight, Suzuki has come up with a new frame which redistributes the bike's weight, supposedly giving Roger more predictable handling and better power out of the turns. No matter what they did, the bike had to be better than what DeCoster had to contend with at Carlsbad, where Roger spent a lot of time sideways.

But the improvements to DeCoster's Suzuki didn't seem to be able to stop Bauer at home. The winner of the last four championship motos held in Czechoslovakia and the U.S., he was riding with the support—moral and otherwise—of four other

Ake looked slick in practice before the rain. He kept his edge for two third-place finishes. Apparently his "Yamaico" is coming together at last.

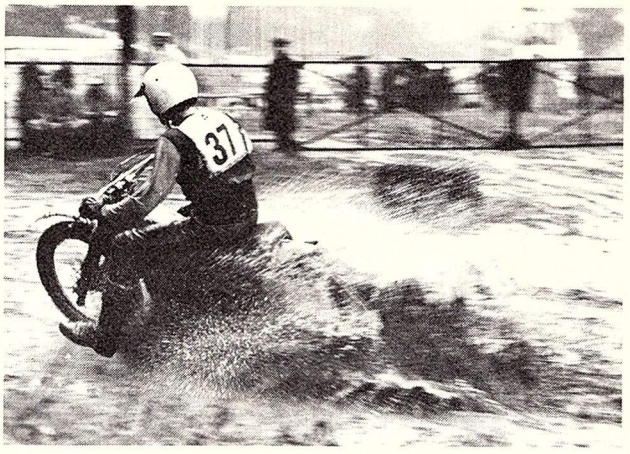


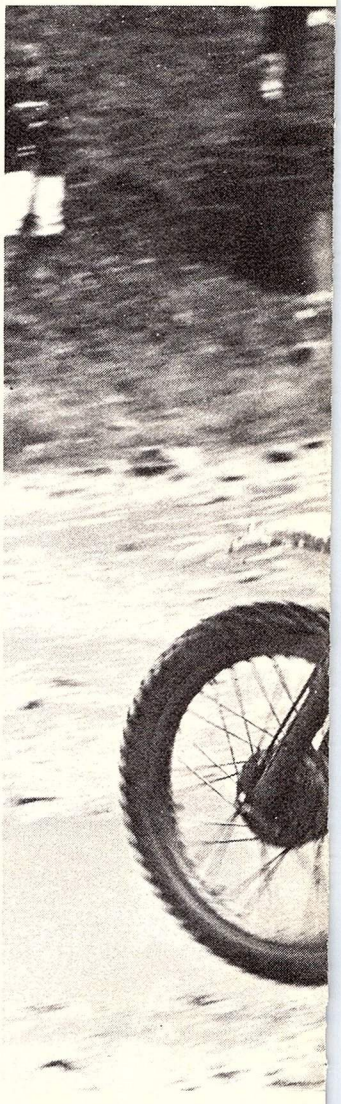
DeCoster scrapes off the West German muck between motos. Sure is a neat way to make a living.



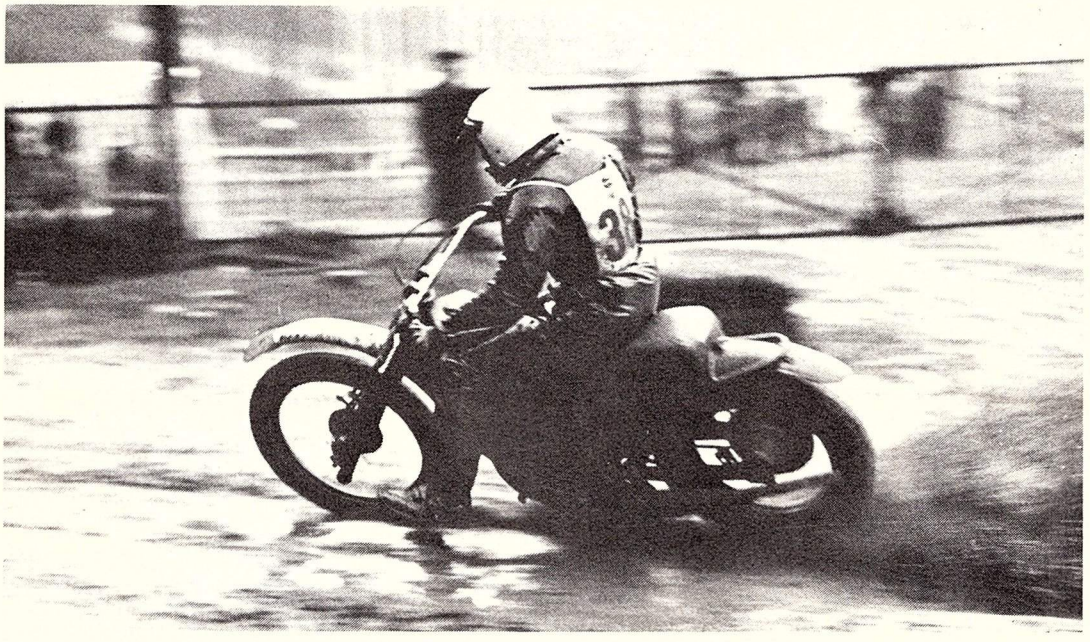
World Championship mudocross.

Adolf Weil won the second moto, but got no points under the FIM's "spoiler rule."





Willi was quicker than dirt in the first moto, got stoned in the second.



Willi Bauer's Maico grabs traction. After the asphalt-tough Carlsbad surface at the U.S. Grand Prix, Bielstein was almost an emotional experience for the Europeans.

The 370 Suzuki, 500cc World Championship bike. It has the same vent tube as the 400 Cyclone.

Van Velthoven's Yamaha leaves a muddy wake, as he sticks out a three-foot outrigger for stability.

With traction no problem, Roger DeCoster slides it to the front. Now everyone will be wearing coveralls when they race.

WEST GERMAN GRAND PRIX
500cc WORLD CHAMPIONSHIP

first moto:

1)	Willi Bauer, West Germany	Maico
2)	Roger DeCoster, Belgium	Suzuki
3)	Ake Jonsson, Sweden	Yamaha
4)	Chris Hammergren, Sweden	Yamaha
5)	Bengt Aberg, Sweden	Husqvarna
6)	O. Hammersmid, Czechoslovakia	CZ
7)	Serge Bacou, France	Bultaco
8)	O. Toman, Czechoslovakia	CZ
9)	Y. van den Broeck, Belgium	Yamaha
10)	Jaak van Velthoven, Belgium	Yamaha

second moto:

1)	Adolf Weil, West Germany	Maico (no points)
2)	Roger DeCoster, Belgium	Suzuki (first place points)
3)	Ake Jonsson, Sweden	Yamaha
4)	Chris Hammergren, Sweden	Yamaha
5)	Gerrit Wolsink, Holland	Maico
6)	Jiri Stodulka, Czechoslovakia	CZ
7)	Jaak van Velthoven, Belgium	Yamaha
8)	O. Toman, Czechoslovakia	CZ
9)	Bengt Aberg, Sweden	Husqvarna
10)	F. Willens, Holland	Yamaha

Maico works riders (West Germans Adolf Weil, Herbert Schmidt and Werner Schutz, and the Dutch dentist Gerrit Wolsink), and his win in the first moto seemed proof of his new dominance. And Bauer was cagey as well. He was the only one of the Team Maico riders to take the Champion Spark Plug people's advice that he use a hotter plug for the wet, chilly Bielstein conditions, and he was the only Maico rider who wasn't halted with a fouled plug. There's more to racing than just going fast.

The second moto was almost a repeat of the first—up to a point. Bauer charged into the lead with his Maico teammate Adolf Weil right behind. After one lap the two Maico riders still held the lead, with DeCoster slipping and sliding about 100 yards back. But Bauer's chances to take the championship were to take a blow—literally. None of the riders could wear their goggles because of the thick mud, and Bauer's luck ran out on the eleventh lap when a rock thrown up by a tail ender's knobby caught him square in the eye, knocking him out of the race. Luckily, he wasn't seriously injured.

Weil went on to win the moto, but since he's officially a contender in the 250 class he was not allowed to notch points in a 500 event, under FIM rules. That gave second-place DeCoster the winner's 15 points, and coupled with his second in the first moto he leads the West German by 123 points to 107 in the standings. With three GPs to go in Belgium, Luxemburg and Holland, DeCoster has to be picked to repeat, but Bauer's consistency and apparent supremacy during the last few weeks may win it for him yet.

A sidenote to the West German action was the fact that the newest American craze to be imported to Europe appears to be that old standby, the promoter's rip-off. The Bielstein promoters had advertised that Americans Brad Lackey and Jim Pomeroy would race, and their names were in the official program, so naturally an American contingent showed up to watch their heroes give it to the Europeans. Meanwhile, Jimmy and Brad were racing in the Inter-AMA series back in the states. When questioned about this, the German promoter said something like, "Ach, but they *said* they'd be here."

Sound familiar? *

COMPETITION

timmie hart gets it on—finally

Hart gives a local Honda rider a quick lesson in block passing on his way to the 250 win.

By PETE SZILAGYI
Photos by Szilagyi and Wiley Williams

LAKE WHITNEY NATIONAL

Why do men go racing?

Remember good old Tim Hart? The guy who used to ride the super souped-up Maico at damn near every motocross in Southern California. Old Tim, who had the kidney belt with the heart on it and "Tim" painted inside, and the old full-coverage helmet with the stripes on it, and cigar-puffing Brian Fabre mother-henning his scooter and hoping that 16:1 wasn't too high to go on the head milling, and disappearing into the van between motos to stop the incessant stares from the CZ hot-hatted kids, often riding two classes at night motocross and winning them both, and lazing around on the starting line at Lions BS-ing with Rodgers, Pessy, Grant . . . Remember Tim?

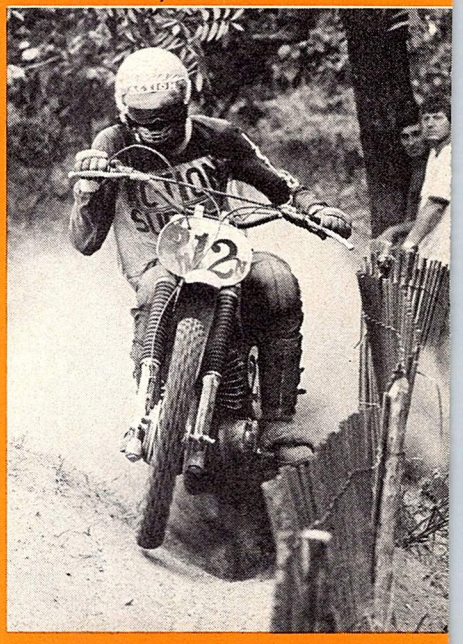
Tim's got his hair cut now, and is in the best shape ever. Has a YZ Yamaha and full factory support. Travels in airplanes instead of carpeted vans. Listens to the roar of jet engines and looks down at multi-shaded green and brown fields passing under him, instead of a parade of Quality Courts and DQs and "Sacramento-Next 8 Exits." Billy Payne has settled into Tim's old Maico niche now, and by gosh, after months of nurturing by Pierre Karsmakers and team manager Ken Clarke, Timmy finally won his first National MX at Lake Whitney, Texas.

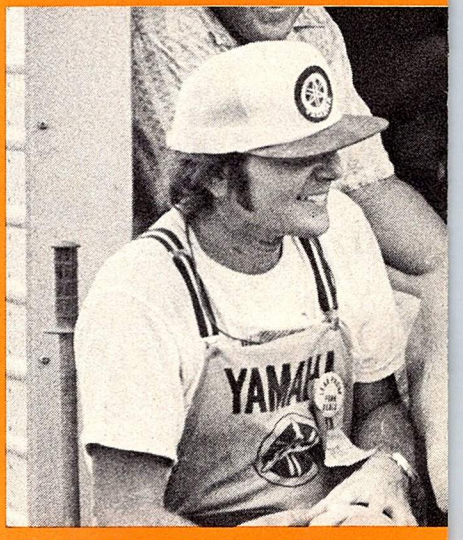
OPPOSITE PAGE:
Blasting through a dusty berm, Mike Hartwig pushes the "Down" button.

79
79

Hartwig stokin' for the Trophy des Nations.

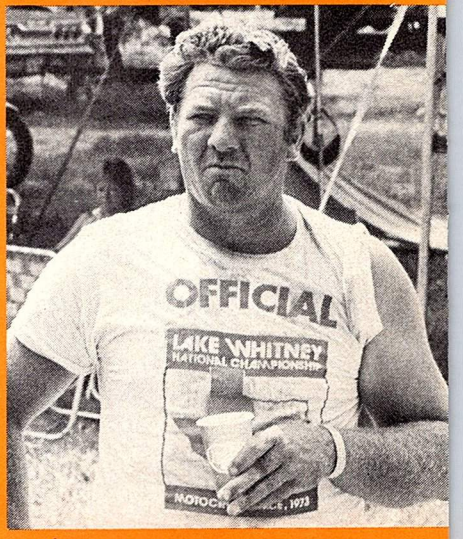
Stackable challenges the Fence Of Death.



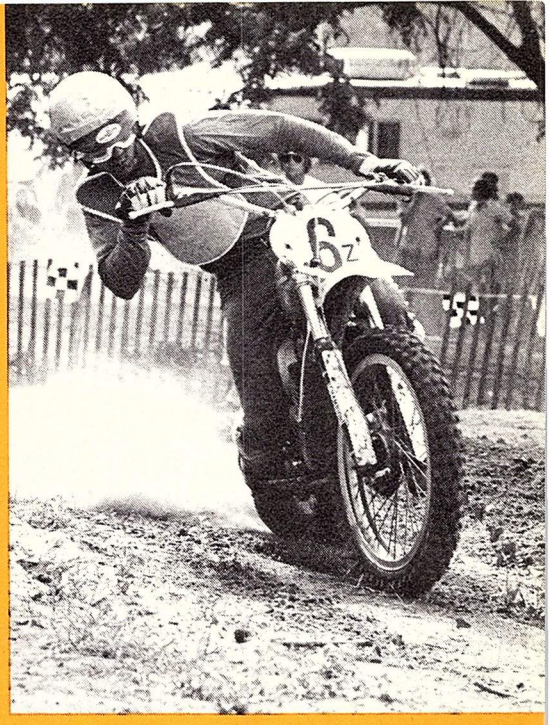


Weinert tells Hart and Baron how it used to be in the days when he called Yamaha and Team Jones "home." Yamaha mechanics giggle.

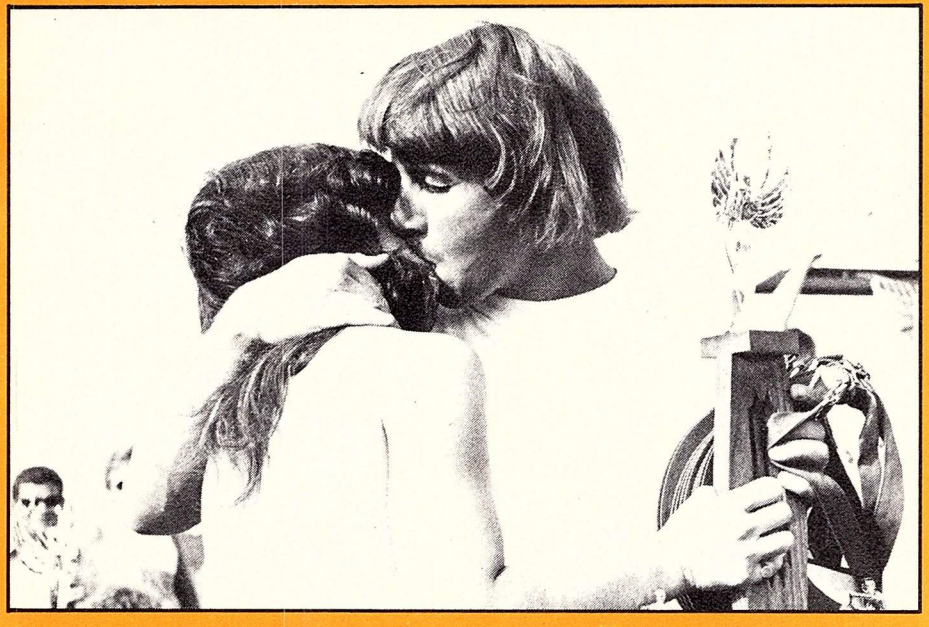
Weinert sans *Budweiser.*



Texas rider Kent Howerton.



Racin' in Texas is seer-*i-ous business.*



Aaaaaaaah. Hart gets it on off *the track as well, and he's got the nail marks in his trophy to prove it.*

With Hart's background of four-lap motos, the victory was slightly unlikely, since the Lake Whitney course is one of the roughest in the Southwest . . . big, deep, lazy sand whoopdies, steep uphills and downhills, no breeze and 95-degree temperatures. So hot and demanding, in fact, that Rich Eirstedt, Honda's new team member, passed out from the heat (again!) and several riders pulled over to the side of the track and just hung it up, to hell with what their team managers might say. "Sheee man, 45-minute motos in this heat and dust?" Tripes rode practice, then said to hell with it.

Husky's most consistent rider and Hart's old California nemesis, Bob Grossi, rode to an easy second in the 250 class. All those days jogging on the beach with Rolf paid off for Bobby; Tim only beat him because of a lost Husky expansion chamber.

Gary Jones, reigning 250 #1-plater, rode practice halfheartedly on a stock-looking Elsinore. Gary also brought his "play bike" along, a very *serious*-looking Maico with Jones' #1 carefully painted on the plates. Needless to say, the stock Elsinore (instead of the Day-glo factory job) and Maico led to speculation that Jones may be leaving Honda to ride for Frank Cooper. A terse statement from American Honda was issued to the cycle weekly papers affirming that the Jones clan was still employed by Honda, Maico or not.

Halfheartedly or whatever, Jones had no trouble pulling a third in the

GP
4

OPPOSITE PAGE:
Gary Chaplin getting one of his last rides on the square barrel 250 Maico.

With a new ride and a hot hand, Billy Grossi pushes Big Green.

250 class, his main competition coming from "the world's fastest unsponsored rider," Kent Howerton, who breezed past Jones in the second moto like he was passing a 250 Novice rider.

Karsmakers took the Open class to give Yamaha a sweep, but Mike Hartwig simply ran away with the second moto, leaving Pierre in second trying to keep Pete Lamppu from passing. Hartwig wasn't able to finish the first moto because of a gooed-up engine, so he didn't figure in the overall. Steve Stackable diced with Billy Grossi's new Kawwie 450, and managed to keep the upstart kid at bay . . . "Back, Billy, goddam, you ain't supposed to be riding so fast!" Both Steve and Billy looked much more impressive than some of the factory riders trying to catch up with them.

Ignominy Award for Lake Whitney's National MX goes to John DeSoto, who blew up in practice because one of his crack mechanics put his CZ's piston in backwards. DeSoto was headed for Love Field before practice was over, and probably made it back to Long Beach before Hartwig ran away with the final moto of the day. *

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By PETE SZILAGYI

a 125cc cup full of dust and burnt pistons

ST. LOUIS WORLD CUP

THE SCENE—CORN IN THE CORN FIELD

Mid-America MX Park in St. Charles, Missouri, is directly under the landing funnel for St. Louis' airport. As the 727 from Dallas banked for its final approach, I could see the freshly-watered track down there, glistening in the late afternoon heat. An International motocross track . . . it sure looked more scenic than Carlsbad's brown barren hills . . . interesting back-and-forth layout with lots of turns and fast straights . . . impressions from 5000 feet up can be deceiving.

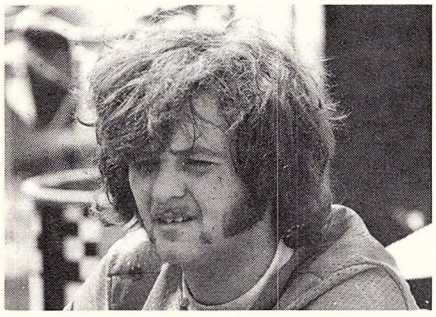
The local St. Looey motocross crazies were taking full advantage of the situation; few people get to watch International motocross in the corn field down the road. Saturday was hang around the pits and the motels day. Gawk at the trick machines and celebrities . . . "Jeezis, did you see that number 13 Husky? It don't look like that new one Freddy bought last month. Sheeit!" That's right, and that Penton over there ain't exactly like a stock 125 Six-Days, and what the hell is a Dye-Rebel?

Meanwhile, the European riders walked the track and grumbled. It was long and wide, but not very challenging. The European 125 riders expected more. The Americans knew enough to expect *anything,* especially since this was their first 125 World Cup, and it was a weird promotion to begin with; St. Charles, Edison Dye, and all. For an International race, the publicity was sparse, so was the rider and factory interest. Which is a shame, because the St. Looey people were digging every minute of it. So were the van and station wagon loads from Kansas, Illinois, Oklahoma, Arkansas, Texas, Iowa, Indiana . . .

Certain goings-on Sunday morning gave the affair a surreal air. Zero

clouds, the sun beating down, the track zigzagging through a rolling natural bowl, corn fields surrounding, treeless; when practice started the track was smooth, manicured, and muddy from the 72-hour day and night watering it had received. The riders slid their bikes sideways on the muddy jumps and crossed up for the faithful. A scant two hours later, the last of the 125s were taking their practice on a dusty, crumbly course, with one hard-packed beat-down path around it.

Dust filled the windless air, while a rock-and-roll band hired to make the event "gala" ripped off a quick tune or ten. Then three guys jumped out of an airplane and parachuted down to the starting area like fall-out. All the International flags lining the pits hung like wet towels; the racing team managers fretted and fidgeted; the riders and spectators hung around wondering what was going to happen next; the concession stands at the far end of the



Belgium's Luc BeSone.

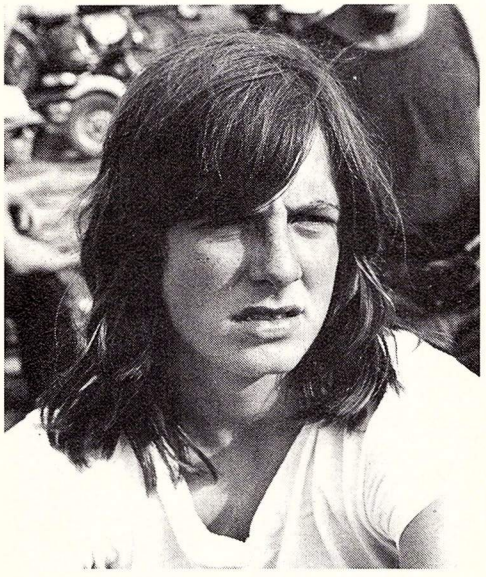
track unloaded case after case of Stag they would never sell; the mechanics frantically fumbled with 125 motors already blown in practice; and photographers from all over the midwest stood in the shade, with all the cameras hanging from their necks clacking together, looking like *turistas* at Niagara Falls.

Light Brown kicked the bone-dry soil and a little cloud of dust poofed up.

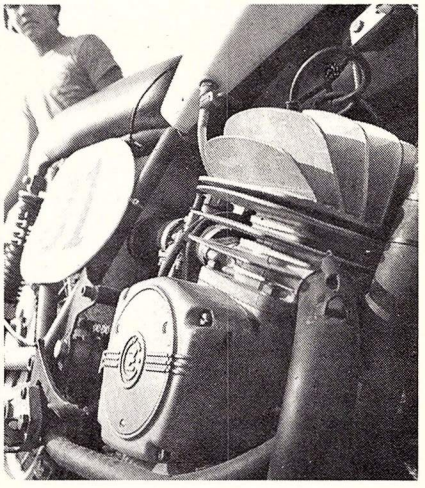
BIKES AND RIDERS

It was disappointing that more factory teams didn't show up at St. Charles, but the ones that did come were loaded for bear. The fact that Kawasaki is developing a 125 MX is no big surprise; why didn't they put their staff 125 specialist Bill Grossi on one at the World Cup MX? Honda has the new 125 Elsinores that still need some press-agentry; Gary and DeWayne Jones were listed on the roster but never

By far the showiest 125 rider at St. Looey was Don Goss on a Bombardier.



Mickey Boone.



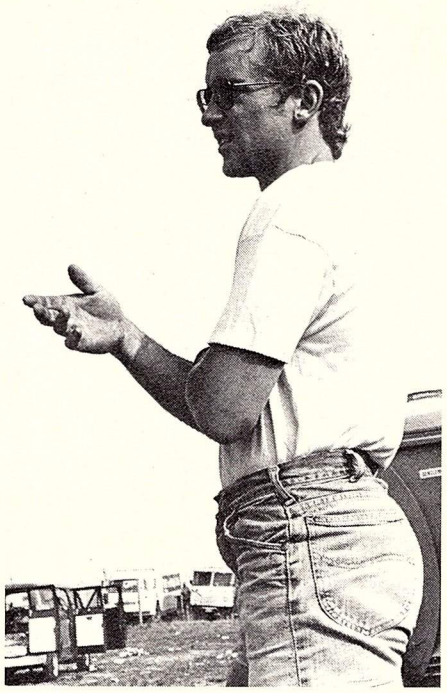
Steve Wise regards his CZ suspiciously. Sure, it handles, but will it keep up with the Buls, Pentons, and Huskys?

Jimmy Beauchamp tries to muscle his factory Harley around Tim Lunde.

Jimmy's not out of control at all, this is how he goes around corners.

Tommy Croft screams his Combat Wombat over a jump. Competition was so fierce that nobody could afford a single mistake.

Nils-Arne Nilsson.



Winner Nils-Arne Nilsson has a peculiar hunched-forward stand-up style.

made the trip from sunny L.A. to even sunnier Missouri. Certainly Suzuki could not be expected to put burly Mike Runyard on a TM-125, but they could have done more than air-freight young Mickey Boone some spare engine parts. Same goes for Yamaha, who relied on dealer sponsored riders like Bruce Baron.

Husky came loaded and went home loaded. They imported Nils-Arne Nilsson, Gilbert DeRoover, and Torbjorn Winzell from Europe, and put U.S. team standout Bob Grossi on a one-two-fiver for the weekend. A wise move as it turned out. So Cal desert ace Terry Clark was also aboard a factory Husky, but in racing this specialized he could only be considered a minor gun.

Bjarne Blum from Sweden and Marty Smith from San Diego were Monark's official entries. Only two riders in an unpredictable 125 race seems dangerous, but Blum hung in there all day long and Smith was turning some serious lap times in practice, such good riding that many predicted Marty would win the whole turkey.

Edison Dye, promoter of the event, used the free publicity to debut his own machine, the Dye-Rebel. The DR is manufactured in San Diego, but could easily be mistaken for an English specialty 125 with its nickel-plated frame and Sachs engine. Edison was taking no chances; he hired California's Murray Hoffman and Europeans Luc BeSone and Erik Sudstrom to ride the things, and even flew Sachs transmission specialist Steve Kolseth from California just to mother-hen the shifters.

Bultaco's very rapid 125 equipment was placed in the hands of Monark defector Danny Turner and Ken Zahrt, one of the fastest 125 riders on the Coast.

Many factories picked out what they considered their very best rider and sent him along to St. Charles; Jimmy Beauchamp for Harley, Gary Chaplin on the rotary-valved 125 Maico, spectacular Michiganite Don Goss on a Can-Am, and Tommy Croft on the Combat Wombat. Specialty bike builders Noguchi and AMP signed up Alabama's Karl Siegel for the Noguchi-modified Ya-

RESULTS

125 World Cup

1.	Nils-Arne Nilsson	Sweden	Husqvarna
2.	Bob Grossi	California	Husqvarna
3.	Mickey Boone	North Carolina	Suzuki
4.	John Harrington	Texas	Penton
5.	Danny Turner	California	Bultaco
6.	Gilbert DeRoover	Belgium	Husqvarna
7.	Tony Wynn	Arkansas	Honda
8.	Torbjorn Winzell	Sweden	Husqvarna
9.	Ken Zahrt	California	Bultaco
10.	Bjarne Blum	Sweden	Monark

250 Support

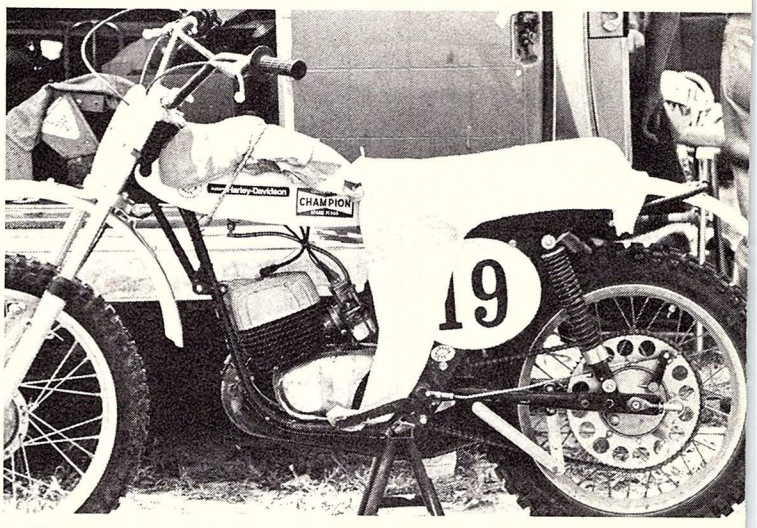
1.	Bryar Holcomb	California	Bultaco
2.	Bob Harris	New York	Maico
3.	Doug Grant	California	Bultaco
4.	Gary Semics	Ohio	Husqvarna
5.	Frank Stacy	New York	CZ

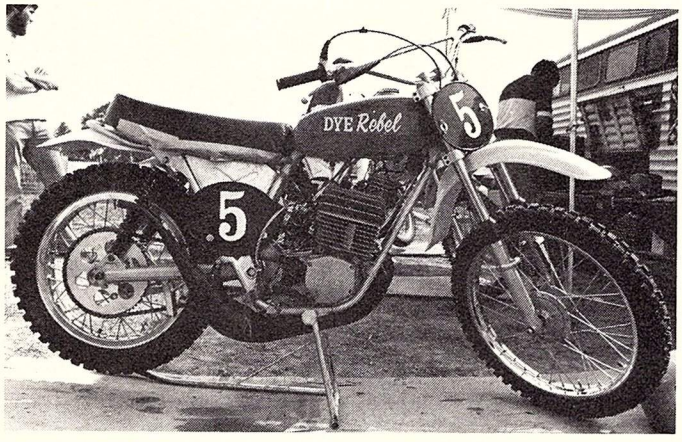
OPPOSITE PAGE:
Dah winnah. Nils-Arne Nilsson levitates his works Husky.

13
3

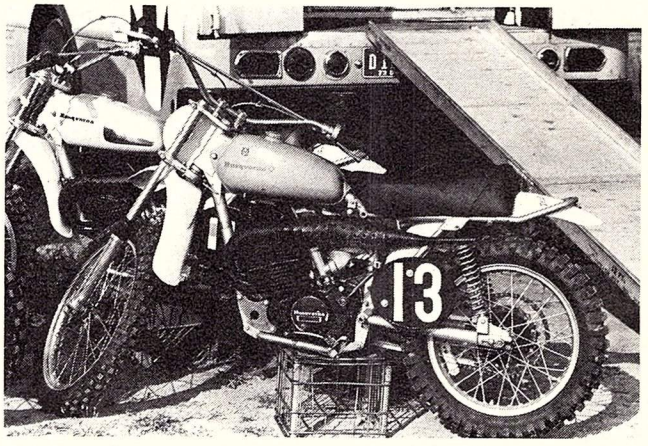
Stewart Anderson dragged his Bultaco all the way from New York to race in a corn field.

The Harley.





Some of the hardware: Edison Dye's Rebel.



And the winnah . . . a 125 Husky like you've never seen before.

maha YZ 125, and Steve Stackable and Rio Grande Valley prima donna Stevie Wise for the fancy, but sluggish, AMP-CZ 125s.

Surprisingly, Penton did not put on a big flashy display of machinery and riders. They *did* have some of the best riders and bikes, but instead chose to unofficially sponsor Ohioan Doug Kane (Penton prepared his bike) and let Fred Hayes' Mettco team from California represent the factory. With riders like McDougal, Lopez, Eddie Cole, and John Harrington, Penton could hardly be considered ill-represented though.

In all, the turnout of International 125 riders was poor. Jimmy Pomeroy, who won one of the preliminary events in Europe this spring, went back to Europe after the Inter-AMA series; apparently Bultaco felt that his services were of more import on the FIM 250 tour. Riders who had been following the 125 World Cup series mostly had no reason to go to St. Charles, since the only ones who could afford the trip were sponsored by factories, and if they were good enough to get factory support, then they'd already qualified for the 125 Cup final in Yugoslavia. Events like the 125 World Cup at St. Charles can be likened to our AMA qualifiers; once a rider gets enough points to qualify for the final, he need not continue following the series. The World Cup races, however, have far more International significance and prestige than our AMA qualifiers. Lots more.

ACTION!

Motocross racing is not at all cut-and-dried. Any one of a zillion contingencies can determine the winner or loser of a moto. Even more so the 125s, since they are necessarily so overstressed in order to be competitive. At St. Charles add the unrelenting sun, 90-degree-plus heat, and dust so thick that any rider who didn't have the course well memorized might easily find himself racing someone for the portacan. A well-known lady racer who came from California for the event commented that the dust was the worst *she'd* ever seen, and I thought the dust was the worst *I'd* ever seen, and most of the riders thought the dust was the worst *they'd* ever seen, but the promoter made no effort to alleviate the problem even though many spectators left in a huff. It'll be a while before they pay $6 to go to a motocross again.

Sure enough, Ray Lopez shot into the lead of the first moto and Marty Smith made a pair of errors that disqualified him and probably changed the complexion of the entire day's 125 racing. Smith high-sided his Monark in the first turn while running fourth behind Lopez, Nilsson and Blum. Foolishly, Marty let his pit men out on the track to help him get all the controls working again and to get the bike started. Under FIM rules, such assistance in an unauthorized part of the track is forbidden and left Marty subject to penalty. It all really made no difference though, since his Monark ran poorly the remainder of the first moto and what little he rode of the second.

A good portion of the 45-minute moto was taken up by dicing between Nils-Arne and Ray Lopez.

Lopez' motor soured and Gary Chaplin moved up to challenge Nilsson, then his motor belly-upped, letting Gilbert De Roover, a very unstylish rider, into second place where he remained until the finish. After 30 minutes of the moto had been completed, it was obvious that Nilsson would win. He's not mistake-prone, and the real sport became seeing whose engine would last the full moto. Chaplin, Danny Turner, Steve Wise and a host of other riders struggled to finish with their engines going *boom-ba-ba-boom-ba-boom.*

It was of course no surprise that Nils-Arne won the moto, nor much of a surprise that DeRoover, despite his 125 Novice technique, finished second. But Mickey Boone from a small town in North Carolina was fourth and John Harrington from where? . . . Amarillo, Texas? . . . finished third! Harrington and Boone blew a jaded California mind or two, I suspect.

Bruce McDougal on his Mettco-tuned Penton took advantage of a first turn crash caused by the heavy dust and built a healthy lead in the second moto. It soon became apparent that McDougal was in no shape for hot 45-minute motos, and he dropped back to let Grossi into the lead. Danny Turner slipped in behind Grossi, and Boone behind Turner; you could have thrown a tortilla over the trio, so close was the racing. And good old Mickey Boone, his long hair covering his name on his jersey so you couldn't tell who he was (no programs, if you can believe that), riding an almost stone-stock 125 Suzuki as fast as its little mass-produced innards would allow, finished third in that second moto. Bullet Bob, Turner, and Mickey got the checkers within five-seconds of each other. Nils-Arne rode way back in fourth position, brushing aside the constant challenging Harrington. Nils-Arne rode almost lackadaisically . . . to an overall win.

"Did the dust bother you, Nils-Arne?"

"No."

"Was the track too easy?"

"Ya."

"OK Americans, all together now. Did the dust bother *you?*"

"Hell yes."

"Was the track too easy."

"Hell no."

You may go back to Sweden now, Nils-Arne. *

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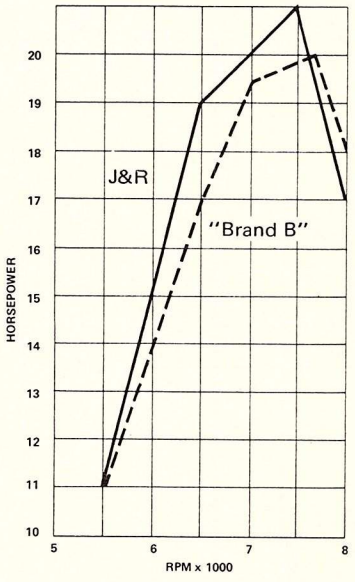

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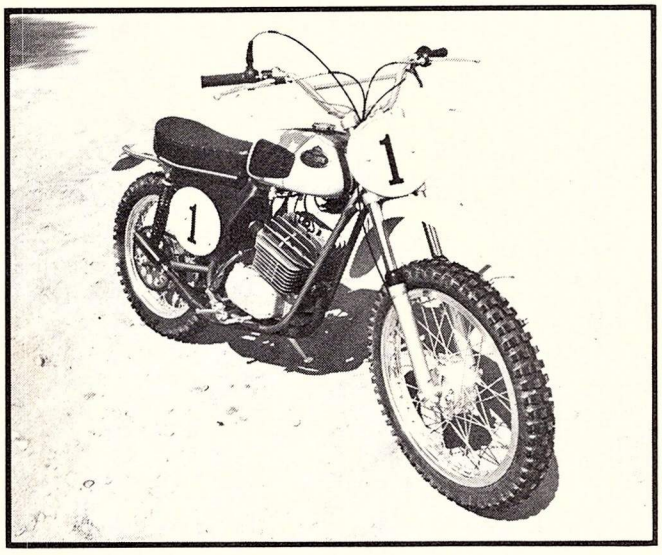
RACE TEST

MONARK 125

it's got klass



Announcer (Voice Over):

"We asked Americans to tell us their definition of class!"

Thin, reedy, littleolelady-type voice:

"Class is wearing your red, white and blue tennies to the meeting of the American Legion Ladies' Auxiliary."

Bluff, hearty Nationalleader-type voice:

"Class is never having to say you're sorry."

Seedy, scruffy, motocrosser-type voice:

"Class is going WFO down the straight when the water truck's sitting on top of the berm at the next turn and you ain't got no brakes."

These unbiased random samplings prove one thing, but we're not going to tell you what it is. Instead, we're just going to say that apparently that monotonously defined something called "class" is supposed to sell products. Enter the Monark 125MX from stage right.

All you have to do to figure out that the '74 'Nark has class is to look at the spec sheet. It reads almost like a high-priced accessories list: Ceriani forks, Girling shocks, Akront rims (?), Magura levers, Motoplat ignition, Trelleborg tires—class. Which is about what you'd expect. The Monark 125 holds the Swedish 125cc motocross championship, and—as you may have heard—they go fast in Sweden. There's also the fact that the Monark goes out the door for a hefty $1100, and for that kind of money you have the right to expect all the extras.

After reading the spec sheet and reflecting on the sticker price you're already half convinced that the Monark *must* be a damn fine racing machine. And you're almost right. But that "almost" is likely to cause the serious racer more grief and money than he really wants to spend on a bike that's already cost him 1100 devaluated clams. If it's not, there's no question that with money spent the Monark can be raced and won on in any class.

The heart of the 'Nark and of its problems is the Sachs "B" engine. The Sachs mill is strong, fast and torquey, putting out good power through the range, but it has traditionally had a passel of false neutrals mixed in with its six gears. And there have traditionally been ways to avoid those neutrals. Trick ideas range from simply using the clutch (which we feel is unacceptable on a racing bike), to rolling off the throttle and being very "positive" when shifting (how positive is "positive?") to installing an improvement kit like the Koba. Alternatively, the shifter should be adjusted between motos. Various people have had varying degrees of success using these methods, but they all come down to going slower or spending more time and/or money—a fact of which the Sachs people are not unaware. In fact, the Sachs factory has taken to installing a kit something like the Koba in a certain line of

its engines, a line which provides the engines for Monark's "GS" models (see box). However, this particular version of the Sachs engine is not widely available to either the manufacturers or the public at large, so it represents not so much a solution as something which could be done. . . . if. If.

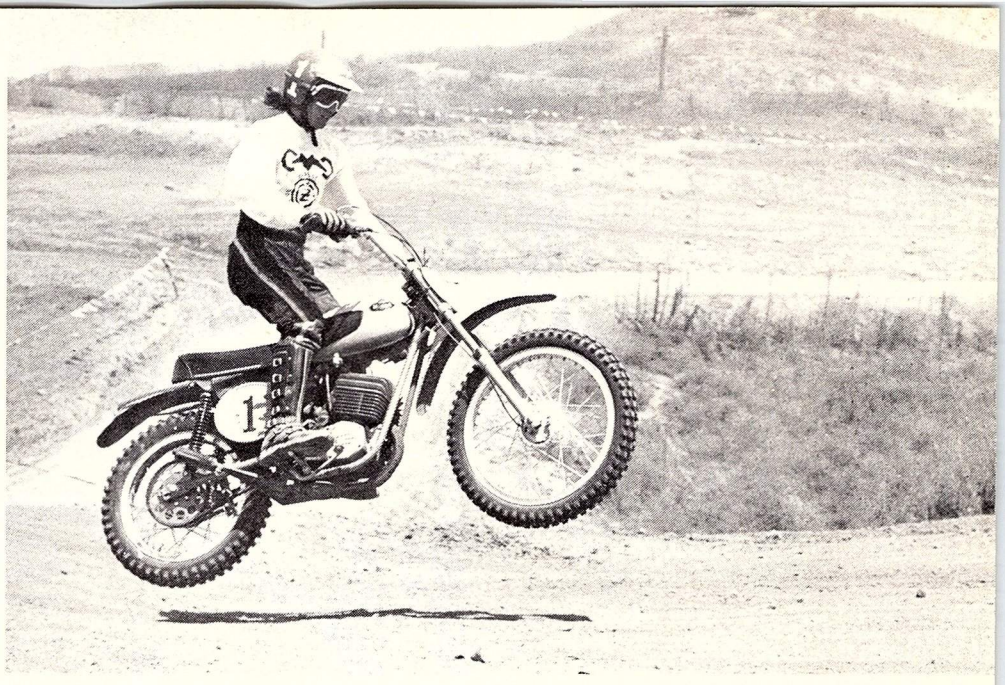
Without that if, the Monark owner who wants to go racing (and who else is going to lay out all that cash for a bike?) is faced with the prospect of A) spending more money, or B) learning to live with the neutral-ridden Sachs "B" gearbox. Unfortunately, it's almost impossible to live with that gearbox and be competitive. Shifts are inevitably missed and progress slowed, control goes down the tubes. And once the nervous 'Nark is nudged into neutral, forget about toeing it back into gear until the revs have dropped off to near idle.

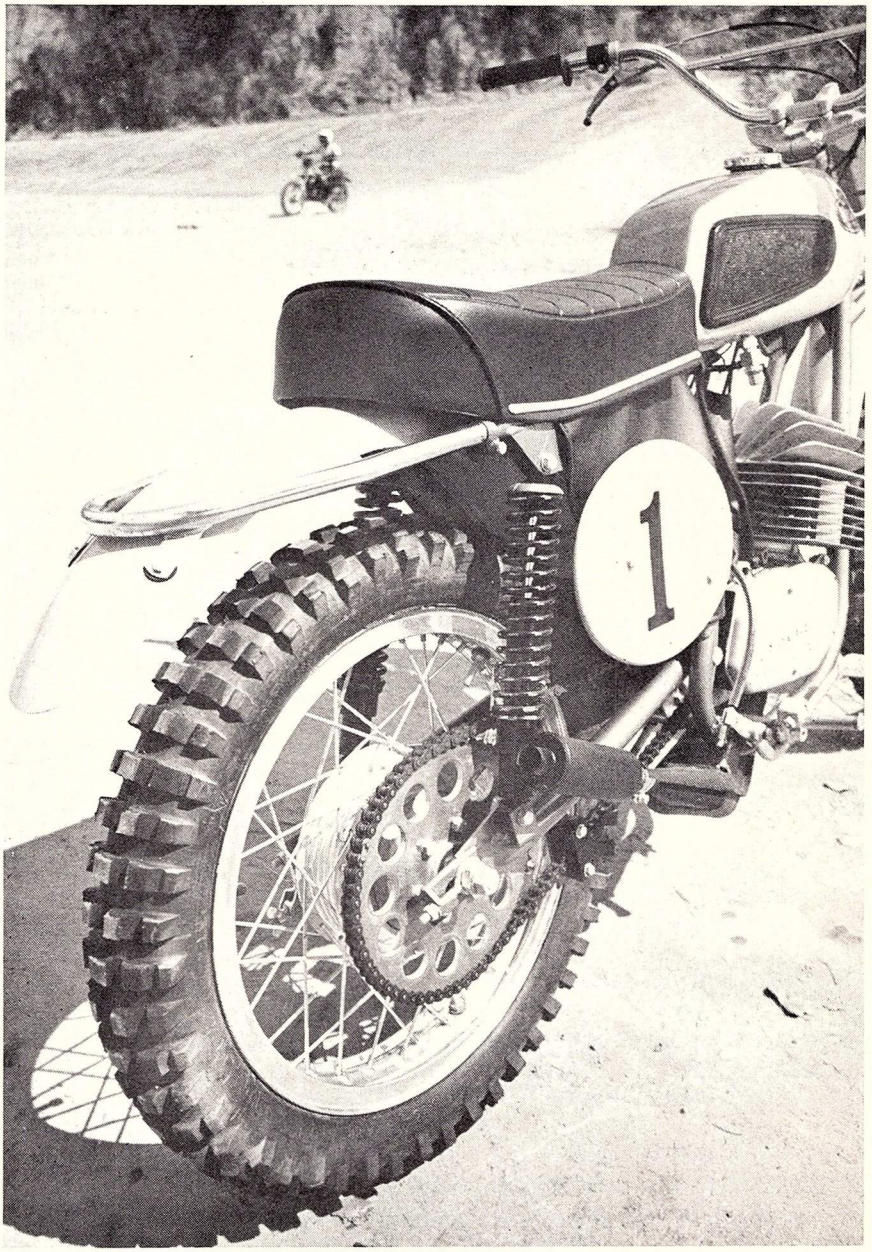
Example: a steep, treacherous downhill, with a sharp left-hander at the bottom. Downshift into second. Find neutral instead. Hit the rear brake, thus locking up the wheel. Get off the rear brake QUICKLY. Meanwhile, try to get the bike into gear—*any* gear. The engine has not yet wound down. You are totally out of control. The front wheel hits the berm at the base of the hill. Ayaaaaaaah!

Example: a steep, fast uphill, which calls for an upshift at about mid-point if you're getting it on. Upshift. Miss. Learn to ride MX in reverse. If you were unlucky enough to be out in front when this happens, prepare to quickly get on intimate terms with the pack.

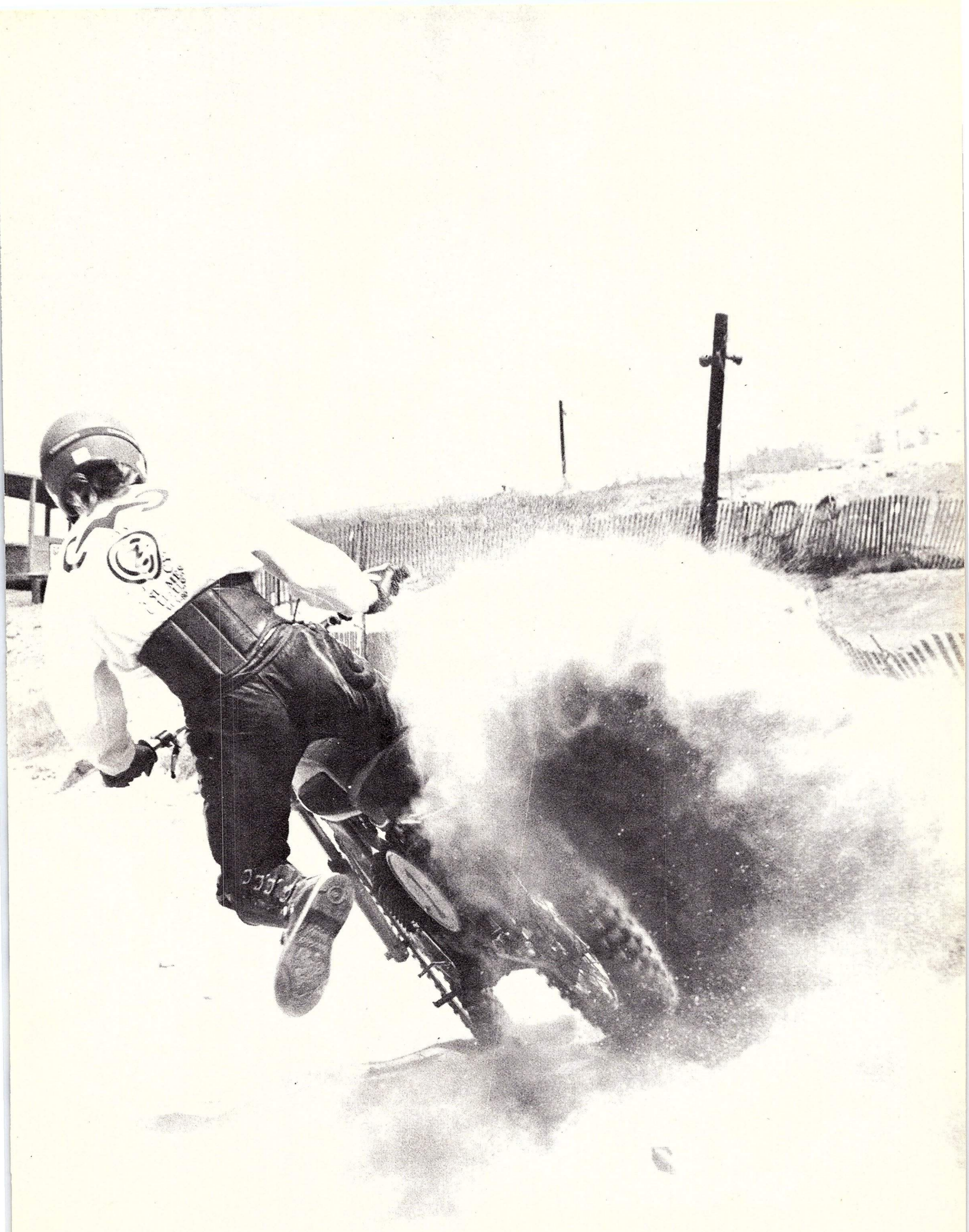
It is very difficult to race motocross, be ye novice or expert, when you are never quite sure that the next shift is not going to put your bike almost totally outside of your control. True, there are plenty of bikes on the market that are mostly out of control from the moment you kick them over, but they are not machines with the basically winning ways and high price tag of the Monark 125. It is hard to excuse such a large failing (and such an expensive one to fix) in a bike which handles so well and costs so much. You don't expect much from the Widget 125 Wallstomper anyway, so you laugh wryly, bruise easily, and try to go on to better things. The Monark will make the enthusiast weep.

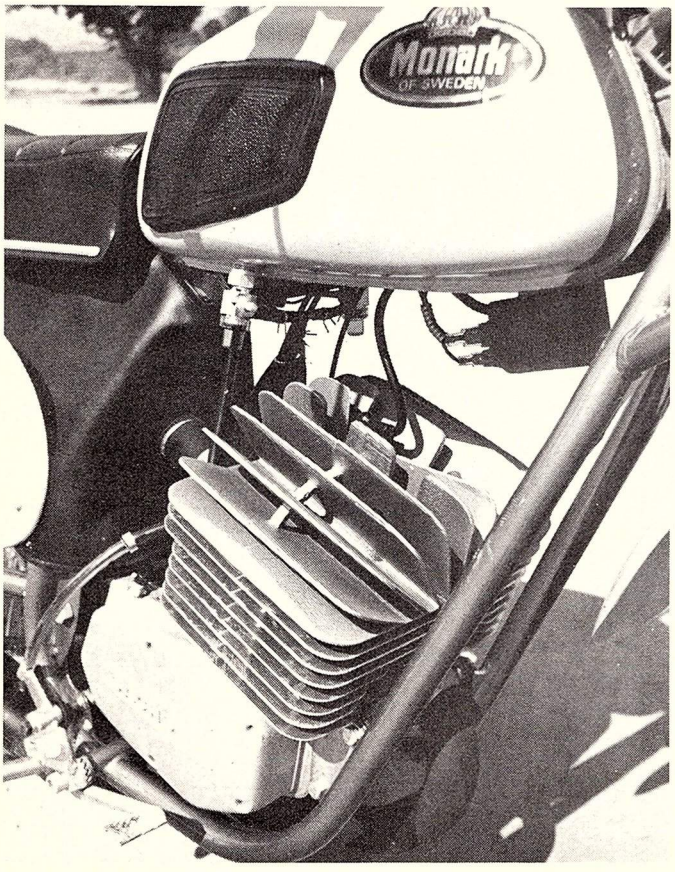
Yet, Monark chose the Sachs mill



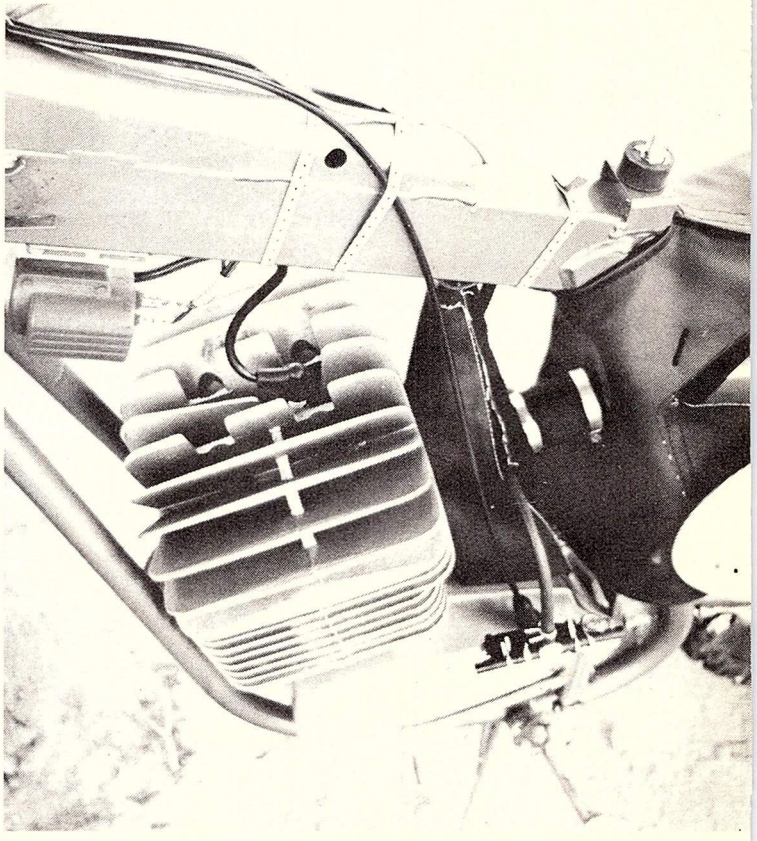


Girlings, Trelleborgs and an alloy sprocket make the 'Nark the bane of accessories dealers everywhere.



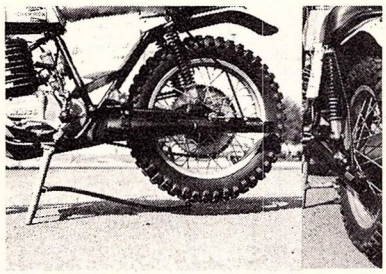


The Sachs "B" engine: powerful and chock-full of neutrals.



Heavily finned engine breathes through holes in the frame rail. All in all, the Monark is one of the best waterproofed bikes we've seen.

MAICO MUSCLE PIPES $59.95



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YAMAHA 125/175	
72/73 Front Fender	10.95
72/73 Rear Fender	14.95
YAMAHA 250/360	
72/73 Front Fender	10.95
72/73 Rear Fender	9.95

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for good reasons, and one of those reasons is power. You do not ride the Monark by revving its guts out while teetering precariously on some mythical razor's edge known as "the pipe," meanwhile moving your left foot like a berserk ant-stomper to stay there. Within the limits implied by the displacement category 125, the Monark is torquey, a bike with enough low end to get through a sharp turn without the obligatory three downshifts. With the Monark, you simply dive in, tap the lever down once, muscle the nimble 'Nark through the corner and grab a handful. If you've maintained any kind of momentum, the bike will grunt on out in its alto way and take you on to better things with nary a lug or gurgle.

The Monark's power comes on smoothly. There's no lunge at some point in the powerband, just steady power which gets you there quickly while other riders are still waiting for their kick in the leathers. Just upshift at around eight grand, and find yourself on the charging edge of all sorts of usable power. The Monark rider will soon learn to avoid over-revving, since it'll simply cost him time and positions.

The top four gears in Monark's six-speed, close ratio box are spaced quite usably, but first and second are odd—the one too low, the other too high. Because of this, the rider often finds himself without real pulling power when exiting a tight turn. First gear is too low and gets him nowhere. And an upshift into second causes the engine to bog. During one of our testing sessions at Saddleback Park, there was a certain deeply rutted hairpin which no one ever managed to get through with any elan. There was just no gear where one was needed—smack in the space between first and second. Except perhaps in deep sand, first gear is just too low.

Still, with all its gearbox nightmares, the Monark can be a blast to ride, simply because it's a very forgiving bike. Suspension is generally excellent, though the short travel of the baby Ceriani forks will occasionally result in bottoming out. Girlings at the rear do their job well. They're three-way adjustable units, and even our light-heavyweight tester had no problems with them.

Frame geometry was excellent. Considering its extremely short 52-inch wheelbase, the Monark is a very

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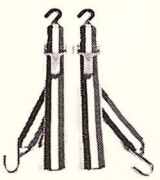

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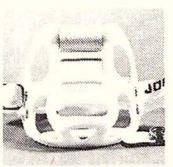

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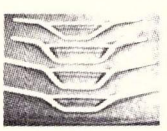

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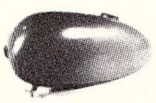

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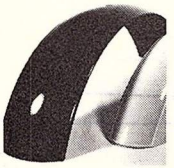

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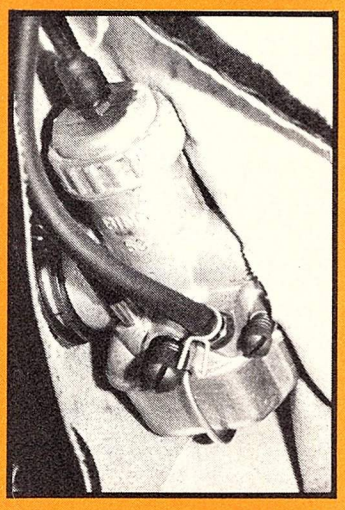
stable bike once you get used to it. You expect a bike which is short-coupled to be twitchy and wheelie-prone, but the Monark shook neither end unduly. High-speed cornering manners are excellent, both in the rough and on TT-like sweepers, so you pretty much have your choice about how to go through a corner: take the inside line and just stuff the bike through; or go fast and high on the outside, using the berm like a banked turn at the Daytona oval.

The Monark tracks well over the rough stuff, and you can accelerate through potholes and miniature rock quarries without doing an imitation of a kangaroo on uppers. However, the short travel of the baby Cerianis is a problem when you come off a high, hard one. Adding about 5cc of fork oil to the factory-specified amount helps some, but real, grown-up, full travel Cerianis would help more. Sigh. Still, the Monark will track, steer and slide with the best of them. It's almost as if the Swedish gremlin were whispering in your ear: "Concentrate on shifting, and leave the small stuff to me." Indeed.

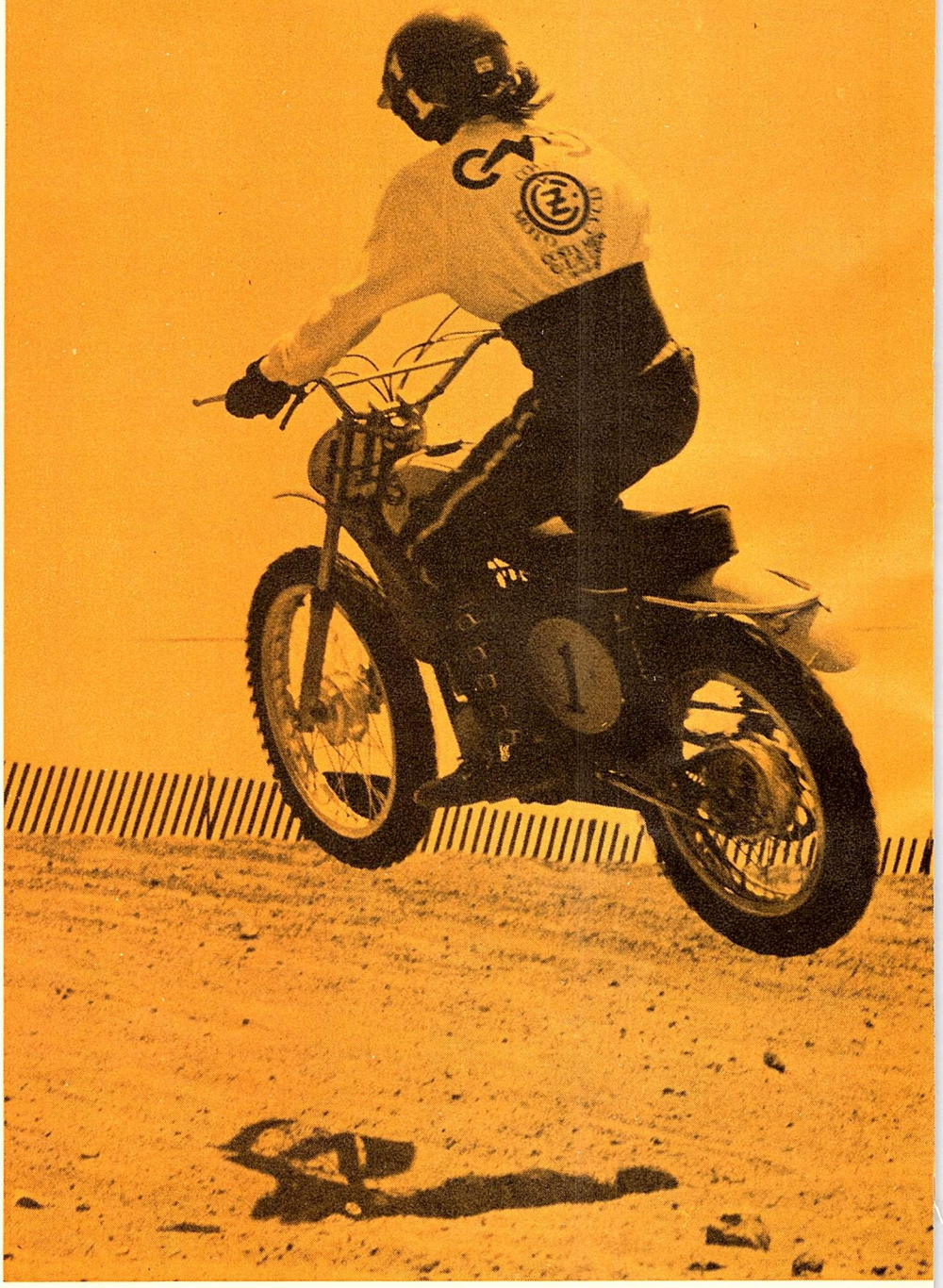
It's a bike of neatsy-keen small touches, and nit-picking omissions. Both are of the type that win and lose races.

Waterproofing is excellent. The engine breathes through the frame tube, Velcro-fastened covers protect the carb and air filter, and electrical connections are encased in plastic. Fenders are Husky-type unbreakable numbers, and the rear wheel has two rimlocks. On the other hand, the front wheel has no rimlock at all, the kickstarter gets in your way when you stand up, and the rear brake locks up without much effort on the rider's part.

As we mentioned earlier, the Monark has a Motoplat ignition; and this is, at least potentially, another problem. Motoplats are one of the exciting unknowns of racing at this point in time, and while Ted Moore, Monark's distributor, tells us they'll stand behind every Motoplat that's strapped to a Monark, that's not much consolation if yours goes on the futz while you're leading the third moto. Our test bike experienced a serious loss of power after running hard for a while in very hot weather, and we all pretty much agreed that it was the Motoplat's fault. Buy yours an icepack, or have it checked over by your local elec-



Bing carb nestles in its protective cover like an axe under wraps.



tronics wizard before you make any high-speed runs across the Sahara.

The Monark 125 is sold as an out-of-the-crate racer, with most of the trick accessories already in place. It's a fast, competitive bike, which offers the serious racer scope for even more speed if he's willing to spring for a little additional drilling and grinding at his local go-fast shop. But all the speed and handling in the world doesn't get it if you can't stay in gear. To be truly competitive, the Monark owner is going to have to work constantly on the bike, keeping the transmission in an exact state of adjustment. In competition, this will be a before-every-moto task. Alternatively, he's going to have to spend some money on a kit. It shouldn't take quite *that* much time or *that* much money to make an $1100 motorcycle race ready. *

MONARK 125 MX

SUGGESTED RETAIL PRICE: $1100 (approx.)
ENGINE TYPE, INDUCTION: Two-stroke, piston port
ACTUAL DISPLACEMENT: 122cc
BORE AND STROKE: 54mm x 54mm
COMPRESSION RATIO: 12:1
CARBURETOR: Bing, 28mm
CLAIMED HORSEPOWER/RPM: 21 @ 8300
PRIMARY DRIVE: Gear
GEARBOX/SHIFTING: Six-speed, left side.
GEARBOX RATIOS: 1) 4.60:1 2) 2.93:1 3) 2.16:1 4) 1.72:1 5) 1.43:1 6) 1.24:1
AIR FILTER: Paper
ELECTRICAL: Motoplat electronic
LUBRICATION: Pre-mix
FUEL CAPACITY: 2.1 gallons
SUSPENSION: Ceriani forks Girling shocks
TIRES/RIMS: front: 3.00x21 Trelleborg/Akront alloy rear: 3.50x18 Trelleborg/Akront alloy
WHEELBASE: 52 inches
SEAT HEIGHT: 30 inches
WEIGHT: claimed: 185 pounds
STARTING: kick, left side
COUNTRY OF MANUFACTURE: Sweden
DISTRIBUTOR: Inter-Trends, Inc. 3001 Red Hill Avenue Costa Mesa, California, 92626
COST OF REPLACEMENT PISTON, RINGS: $26.30, $12.60
COST OF REPLACEMENT CYLINDER: $157

EYEING BIG BROTHER

The bike we tested was a '74 Monark 125MX with a Sachs "B" engine. This is the standard Monark which will be available through local dealerships around the country. Monark also produces a 125 designated the "GS." It has a claimed power output of 25 bhp, as opposed to the more modest 21 bhp claimed for the "B" model. According to Ted Moore of Inter-Trends, it also has a factory-installed kit to rectify the shifting problem. No price has been finalized, but it's likely to cost a good deal more than the standard 125.

But don't whip out your cookie jar just yet. At this date, it looks as though there'll be substantially less than 100 "GS" models imported into the States this year, and of course those coveted few will go to sponsored riders. So if you want something that'll run with these top-of-the-line models, you'll have to spend both top-end and low-end bucks. Based on our experience with the "B" model, we suggest you spend it on the lower end first.

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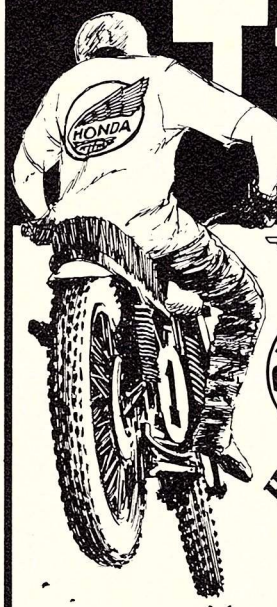

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☐ MOTO CROSS RACER ☐ OSSA ☐ SUZUKI ☐ TRIUMPH ☐ TWO ON A BIKE
☐ VAN ☐ YAMAHA

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MXA INTERVIEW

Color Photos By JIM RUSSELL

MARTY TRIPES

heavy and hungry with a taste for superbowls

If you talk to many people who follow racing and you ask them who they think is the rider with the most potential to be a World Champion, it would many times not *be guys like Gary Jones (although he's won the National Championship two years in a row), or Jim Pomeroy (although he's done fabulously well against the Europeans and* won *a GP), or Brad Lackey (even though Brad* was *the original Brad Lackey). A lot of the time people would say Marty Tripes, even though Marty hasn't won a championship or any of the series, hasn't even* been *to Europe and is only 17. But if you watch him race and he's really gettin' it on, like* really *motoring, you can see he* looks *more like a Robert or a DeCoster, more like a World Champion's supposed to look. And he makes it look like child's play. Really* fast *child's play. Maybe that's because he's just a kid. Whatever. And he's won the Superbowl two years in a row. That takes a special kind of racer. We wondered what kind of guy Marty is, how he goes so fast, where his head is; stuff like that. So we got together for coffee out on the patio of American Honda (home of some* righteous *looking tootsies and motorcycles) with Marty, John Blum, the Honda Team Manager and not too shabby a rider himself, and Mr. Kazuhiro Okimoto, the* man *at Honda racing. And we asked him:*

MXA: Marty, how good are you?

MARTY: Not that good.

Tripes.

MXA: What? I mean we've been reading about you, watching you and everything like that, and there are a lot of people saying that you're probably the best dude around.

MARTY: Naaa. That's just the writers. They make up a lot of people. They say something like if you win a couple of races, then they think you're the best. And that's what they do with almost every rider, just about.

MXA: Yeah, but you've been more or less having your own way once you get out in front. And you seem to be able to—at your own command—pass a rider like Falta or Baborovsky or Gary (Jones) or somebody. Doesn't that make you pretty good?

MARTY: Yeah, I guess. It depends how you look at it. If you think you're good, you start slowing down. Then you start thinking you can catch up and that it's no problem. And it doesn't work that way because the other guy might just get faster in front of you. You can't take too much time trying to get through the pack. It's just all one thing: Keep going and don't think about who's best.

MXA: You just set up your pace.

MARTY: Yeah. I set the pace and when I get going I try to think of the riders in front of me as lapped riders. If I start getting cautious about what I'm doing, I start slowing down. So if I get way behind, I start thinking one pace. I just keep going. I don't wait for anybody. I've been pretty lucky with that.

MXA: Do you ever think about being World Champion?

MARTY: Yeah, everybody does. I hope to within the next five years.

MXA: When do you think you're going to go to Europe?

MARTY: As soon as this goddamn sponsor over here puts me over there. (Chuckle, snicker, grin)

JOHN: You wait. In the next couple of years the Europeans will come to this country to race. This is where the money is.

MXA: For sure. Marty, you've won the Superbowl two years in a row. Do you dig the Coliseum that much?

MARTY: I don't like it. Nobody does.

MXA: But you do good there.

MARTY: That's 'cause the other riders think it's so down, you know? They look at the track and say, "I don't want to race." I just go as fast as I can and that's it. I don't think of it as being a bad track. I just race it.

MXA: Did you really think you were going to get 'em the second year? You looked pretty confident.

MARTY: Not really. It was my girl friend, mostly. She kept saying, "You can do it, you can do it." And like everyone else I talked to, I was just really down because everybody was looking at me, expecting me to win and I was . . . I didn't know what to do. I just rode my race and that's all I could do.

MXA: You looked really confident after the first moto.

MARTY: Yeah. After the first moto everything just went away. All my problems. You really get nervous before the first race and, you know, you're just wondering what's going to happen. So after the first moto I was really confident.

MXA: You went around Falta on the outside of a wide turn. You blew by him like he was parked. Did you have the motor on him or what?

MARTY: I had a better line. He blew it. He just went over his head. He gets really nervous, fast. Like a hand grenade with a short fuse. Once he tried to jump that little double jump after the ski jump and he almost ate it. His front forks were about to go under his engine.

MXA: He was insane, really.

MARTY: During practice it was really crazy. Those guys (Falta and Baborovsky) were just throwing bombs at me. I was watching their lines and they were watching mine. And they were making all kinds of mistakes. Like there were other riders, too, like Jim West, who were really going fast and it shocked them because they thought they were going to beat everybody, and it just really shocked them. They ended up going way over their heads trying to beat us.

MXA: We saw one time when you passed Baborovsky on the outside and he tried to nail you. Rode right into you.

MARTY: Yeah. He did that in mid-air, too. He'd jump and then just move his bike over. Like one time I could feel his front wheel rubbing beside me. We got to the bottom of the ski jump and he hit the turn wide open and I went straight through the flags. He was pretty crazy.

MXA: You had the weight on him, though.

MARTY: Yeah. He's small, but he's real strong. They train all the time.

MXA: We noticed you seemed to have some trouble with your bike in the last moto.

MARTY: Yeah. I came off the big jump and there was a loud crashing sound. I just thought the thing was falling apart. I looked all over but I didn't see nothing. Then I got it in my mind like my bike was going to break in half. It was sliding around a lot and it really felt bad. We checked it after the race, went through the whole bike and couldn't find anything wrong. The only thing it could have been was that the shocks got so hot that there was no damping or nothing. They would just make a crashing noise.

MXA: How do you like your Honda?

MARTY: Pretty good. It's a little tricky, kind of a high-range bike, the 250. Just comes on, like, ZAP. It's still got a lot of torque, though, like an Elsinore, but it's so much more on top, just like a jet plane. You take one of those and you scream it. It doesn't handle that bad.

MXA: How does it differ from the YZ you rode last year?

MARTY: The YZ was a little bit smoother, but not quite as fast.

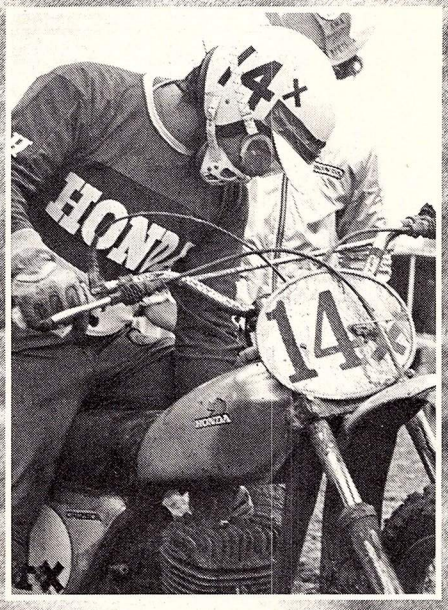
MXA: How about the handling?

MARTY: It's pretty close. The YZ's a good bike. This year is Honda's first year out so they're not doing too bad considering that they never made a motocross bike before. A long time ago Honda said they'd never make a two-stroke. They said it was a piece of bamboo. But they're doing pretty good.

MXA: I notice Honda's been working with the rear suspension units. Running them upside down and all that kind of stuff. What are you on now? What's working?

MARTY: Ha! I don't even *know*. I'll probably know next week when we go to Japan. The one they have on the works Yamaha seems to work pretty good, but then also the Maico seems to be handling pretty good, too. We might try something like that. I don't know.

MXA: While we're talking about bikes, what was the story on your CZ ride last winter? The 250-pound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HONDA

Marty contemplates an injured foot at the Houston National.

"I'm too fat."

lead pipe.

MARTY: 260 pounds! (Everybody laughs) That thing was just a turkey. It handled pretty good for its weight. The only thing that held me on the bike was my own weight, you know, fat. That kinda evened me out with the bike. It got real good traction. The wheel wouldn't spin in the sand but it got traction.

MXA: When you were racing it, did you know how heavy it was?

MARTY: When they weighed it, I just about fainted. That day I just ran last. I was so psyched out I figured I wasn't even in the race. And I was so psyched out after that, I tried as hard as I could but I couldn't beat anybody. I just had it in my mind all the time and there was nothing I could do.

MXA: That's really weird, because you did well before that. You won the first race of the series.

MARTY: Yeah, I know. It was a fast bike, but I thought it weighed about 220 pounds. When I found out it weighed 260, I just about fainted. That's a lot of weight. You might as well have a Harley out there, or something.

JOHN: I think you can find that's true of any rider, though. If they feel the bike is the best, they can go out and do the best. If they think there's something wrong, then they're beat psychologically.

MXA: Marty, you rode against the Europeans a few times, like this past summer in the Inter-AMA. How do they shape up against you? How do you feel about them?

MARTY: They ain't all that fast. They can be beaten. I've beaten them before from behind. It's just in the mind to get yourself going. They're not that much faster. American riders right now are pretty much even.

MXA: We heard you had a little run-in with Baborovsky in Ohio. What really happened.

MARTY: Oh yeah. He was hassling everybody during practice and kicking guys. He kicked me and the other riders. He was following me just going wide open trying to pass me. So I pulled off to the side and waited for him to come around the next lap and I started following him. I passed him and then let him by me again and the next time on the turn I passed him again. So finally he got in front of me and held it wide open going into the turn and he lost it. So when I got there I stopped and he was lying there spread out on the track, you know? I just looked at him and pulled down my mouth guard and started laughing. Like every week since the Coliseum when they first came over, they've just been following me and following me. He thought it was funny, too, and he laughed. You know, we're pretty good friends. They're not as bad as you hear. They're really friendly, they really are. They're just . . .

JOHN: They were racing the way they race in Europe. A lot of the Americans, even like Karsmakers, aren't used to it.

MARTY: So you really can't blame them. They're trying so hard to win. It's funny, I'd never heard of them before until this year, but I guess they're really famous in Europe.

MXA: Yeah, they're big stuff in Europe. Everybody knows who they are. Did you ever get into that? Just sorta feel like, well, I'm Marty Tripes and everybody's digging on me and it sure feels neat?

MARTY: Every once in a while. Everybody does that. I mean it feels good inside.

MXA: You're 17, now, right? Are you still in high school?

MARTY: Naa. I'll go back later on when I have more time.

MXA: What's it now, just racing?

MARTY: Yeah.

MXA: How do you like being a professional racer?

MARTY: Aw, it's not bad. It gets boring sometimes and you get tired of doing the same old thing, which is the same thing with any job. Like you got to go there every week. You've got to keep training. You got to run and all this other stuff. You get tired.

MXA: Do you fly to each race and then come home?

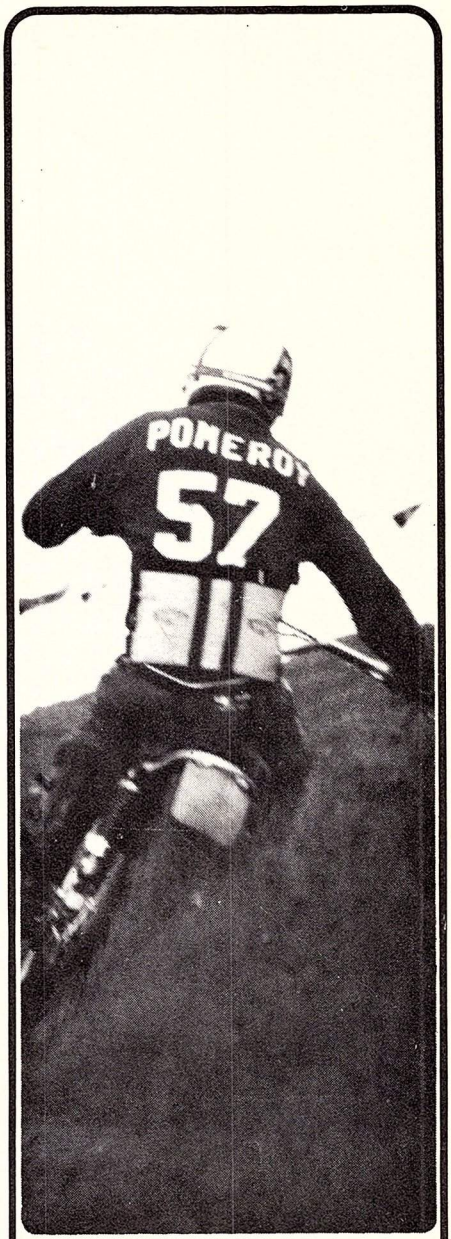
MARTY: Yeah. That's the good thing about flying. You get home and you can relax. In a trailer you can't. You drive up there, you know, and it's going to bug you. It really helps to fly home.

MXA: It's probably cheaper, isn't it John? Going out hitting the race and coming home?

JOHN: Just about. By the time you keep somebody out in the field and pay lodging and meals for the whole week, it's better to fly him to the race and back.

MARTY: Just knowing that you're going to be home really helps your mind.

JOHN: Once we get back from a



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Okimoto.

race, if we've got problems, we always sit back and talk them over. We can work on the problem, take it back out next week and try it again. Our first year in racing has been very good. It's a school for us. We're learning a lot and we know we're going to make mistakes, but we know we're going to improve by those mistakes.

MXA: That's cool. So what's your schedule now, what do you do?

MARTY: (holding up his plaster arm) Oh boy, I don't know. I'll probably miss one or two races of the Trans-AMA, I'm not sure. They say I'm supposed to miss the Trophy des Nations. When is that?

MXA: September 16th.

MARTY: Yeah, I blew that one, too. I'll make the winter series for sure unless I break something else. (giggle here)

MXA: In the past, you've been having a lot of little injuries. Is that getting to you?

MARTY: No. I haven't thought of it. This is the first time I ever broke anything in my life. Before, I'd just come real close to breaking something. I'd just get taken to X-ray and they'd say, "You made out again."

MXA: How's your physical condition? You look overweight.

MARTY: Yep. But I've been running and eating salads. It's slowly going down. All through spring I had nothing to do, you know, and I just started eating. I just couldn't stop. It's just a habit. Sometimes at 12 o'clock at night I just go berserk trying to find something to eat. Now I'm starting to eat good food. It's

Continued on page 64

RACE TEST

son of play-o-crosser

YAMAHA MX250

Lordy, how time flies! Seems like only yesterday we were sitting here at the corporate steam typewriter, typitty-typing out all the pertinent info about the '73 version of the Yamaha MX 250. And now, here it is time to consider the '74s. Makes a feller feel old. "Why shucks, son, I fell off the first one of those they ever made." That kind of thing. Old. In the dirt sector of the motorcycle industry it isn't so much how many gray hairs you've accumulated, as whether or not you swung a leg over one of those first, almost mythical, DT-1s way back when. I did. And like I said, I fell on my head.

Fact is, a DT-1 white tanker was about the first dirt bike I ever rode, so I kinda have a proprietary interest in what's happened to the breed over the years. For a while that just meant watching Yamaha change their color scheme every year; then finally, with the DT-2 MX in '72, it meant watching that inscrutable corporate structure give definite signs of seriousness. About going fast. In the dirt.

In '73 things got better, slowly and deliberately, the way things always seem to get better at Yamaha. So for '74, I of course expected more of the same. Les' see. The '73 MX 250 needed better forks, less weight, a little gearbox work and a more controlled power rush. That sounds about right for one year's improvements on the Yamaha Master Schedule. Nothing earthshaking or mind-bending, just a little more chipping on the way to perfection.

POLLYANNA UNDONE

First thing we noticed about the new MX 250 was that with its new coat of "Yamaha racing colors" it looks something like a Suzuki. The second thing we noticed was that it is one heavy mutha. Push it up the

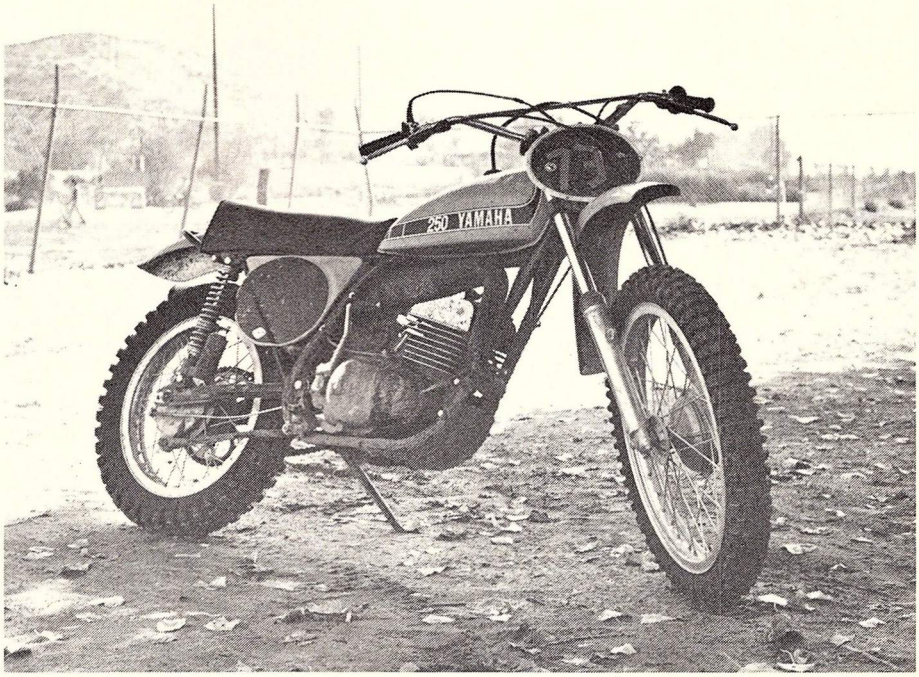
ramp to the truck. Comeon, Baz, push! Grunt. Wheeze. Sigh. Tie the monster down. Turn around and notice that the old Bazzer is a rather peculiar shade of pale and is bent over at an odd angle. Hmmm. "Bazooka Pete wears a truss!" A new piece of graffiti is born.

Unfortunately, that's about the only new thing that came out of this whole experience. A quick warm-up lap or five around the International Course at Indian Dunes was both disappointing and discomforting. Disappointing because the bike reminded us so much of last year's silver-with-the yellow-stripe model, and discomforting because of the MX 250's rather strange reactions to the most straightforward demands. During the week, there is relatively little traction to be found on the International Course, and on a slick, hard surface, the 250 bucks and wiggles like an outlaw bronc coming out of the chute. The '73 model had this habit to some extent. It was caused by several factors, including the sudden way the power came on, the light front end (or, to look at it another way, the heavy rear end), and substandard damping in the forks. Despite a couple of small changes to try and correct this tendency, Yamaha has actually made things worse by adding more weight to the bike. Our test riders were unanimous in preferring the '73 to the '74.

THINGS THAT WIGGLE FROM SIDE TO SIDE

Ride a lap with us at Indian Dunes and find out why. Off the starting gate you have no trouble as long as you get your chin down on the crossbar and keep it there till you're in third. A try for balls-out acceleration in any kind of traction without getting your weight well forward will have your front end up in the air and the rear end sideways quicker than you can say, "wheelie." So you get it forward and gas it, upshift and gas it, upshift and. . . .

One thing you notice right away. Engagement in the upper gears seems a little more positive this year. Last year's 250 had a slight tendency to require more "positive" shifting than is generally the case with Japanese transmissions, especially in the top three gears. To remedy that, Yamaha has undercut the gear dogs in the top three for easier shifting and better holding. It seems to work, since whatever our quibbles about



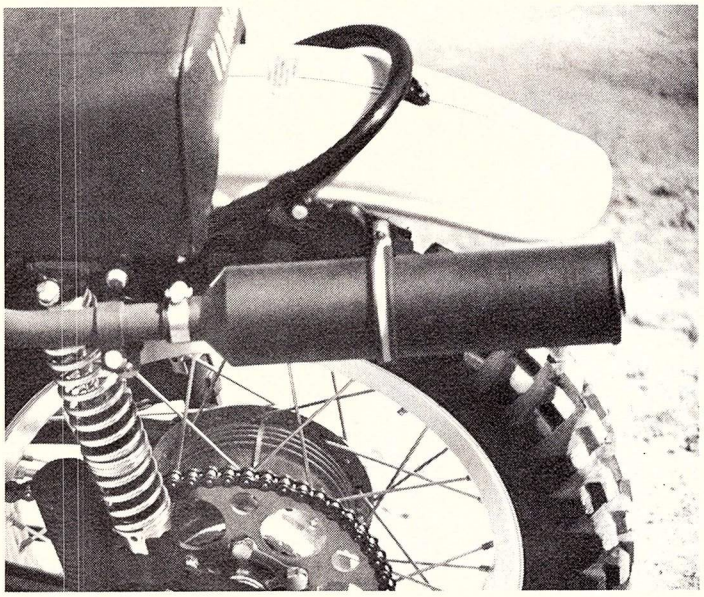
Ace MXA tester was not always completely pleased with the 250's performance.

the bike, no one had anything even a tad bad to say about the tranny. A medium-sized wiggle of the big toe, and it's all more or less automatic.

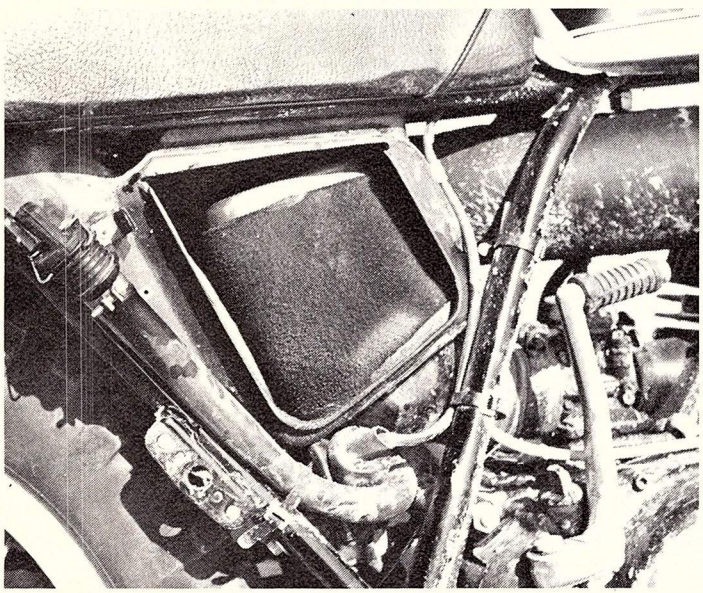
Into the turn at the top of the start hill. There are two ways to take this turn on most bikes, but the 250 prefers the inside line. The hard, semi-vertical berm at the outside offers a fast way around for many bikes, but the Yamaha had a tendency to high-side riders who tried to hit it with any kind of verve. On the inside line, a pull at the front brake and the merest tap at the rear, accompanied by a downshift, throws the rear end sideways and sets you up for the turn. Things to remember here are 1) keep your weight forward, because despite some claimed damping improvements in the front forks, they are not appreciably improved over last years'; and 2) don't do any more than tap that rear brake. As always, the Yamaha rear brake is lockup-prone and seemingly strong enough to stop a runaway Mack truck. It's interesting to note that Yamaha has *not* included these units on their new YZs, despite the fact that those more expensive machines are intended for the use of expert riders. Apparently, Yamaha figures that go-fast experts have enough to worry about without trying to frantically bump-start their machines in mid-turn. But then, so do novices. The Yamaha MX 250, the penultimate novice class bike, will continue to be responsible for a large share of the scrapes and raspberries in the novice class as long as that touchy rear brake remains standard equipment.

Straighten up through the turn and gas it. Ayiaaaah! This is your chance to look like Roger DeCoster on a runaway Cyclone if you manage to stay upright. On the kind of hard, slick surface that comprises this particular track's downhill and straight to the next turn, a quick twist at the throttle will almost always send the bike sideways. One of our riders, coming off a slow corner onto a rock-hard straight at Saddleback Park, grabbed too much throttle and rode the bike sideways for 30 yards down the track and over a dropoff. Somehow he managed to stay upright, to the admiration and applause of a few lounging spectators who thought he'd done the whole thing on purpose. If they'd seen him wringing out his leathers back in the pits, they would have

Pete Maly fights off high-siding after trying to smack a berm.



Yamaha's new "super muffler" was super-heavy, didn't seem much quieter than last year's small size.



Remember the gawdawful air filter/still air box of previous years? It's still there.

known better.

Surviving the straight, throw the 250 into the sweeper on the inside, torqueing it through. It's best to keep the bike one gear higher than normal through the corners to neutralize that skittery power rush. Otherwise, hard-packed corners will be needlessly exciting. Keeping your weight far forward helps the 250 track somewhat, but that front end still chatters a little too much to be called precise. That being the case, going through the Indian Dunes esses at speed becomes a matter of trying to use the rear end's squirreliness to your advantage. Accelerate, brake, downshift and use your foot as a pivot point for the wildly thrashing 250. This kind of semi-controlled berserking, along with the bike's excessive weight and those trash bars, quickly tires the rider out, but it's what he has to do if he wants to go fast. The last ess at the Dunes has a beautiful berm which constantly beckons, but the 250 had best be taken inside. Riders who tried to hit the bank hard and power around found themselves fighting a high-side. Some won, some lost. The inside line and torque are the key.

Power on (carefully—remember the sideways follies) and down the straight. Even with the power on and the rider on the pegs, the 250 dances alarmingly over the ruts and potholes. A series of short jumps, closely spaced, has the bike hopping frantically and the rider holding on for dear life. We liked the shocks Yamaha had on the 250 last year. Not perfect, but at least as good as any stock equipment on the market. But Yamaha says they were getting complaints from riders who were either larger or smaller than the norm, so they've enlarged the shock cylinder. Maybe those larger and smaller riders will really dig the difference. We didn't. The change, combined with the spooky way the bike reacts to a quick screw-on of power, makes terrain like this a chancy thing. There's something to be said for "the norm."

The rest of our progression around the track serves merely to amplify what we've already said at this point. That is, that the MX 250 is a skittery, too heavy, not very precise motorcycle. Last year we called it the play-o-crosser, or words to that effect, saying that it was OK for Saturday but not for Sunday.

That still holds true. But this year, the Saturday play bike is likely to cost you a bit more skin if you're not careful.

THINGS THAT GO UP AND DOWN

The Yamaha powerplant is virtually unchanged from last year. The biggest difference is the substitution of a 34mm Mikuni for last year's 30mm unit. Yamaha seems to have made a bid for more power here, but they haven't succeeded noticeably. Of course, reed valves negate to a large extent simple changes in carb size, and Yamaha may have simply felt that the larger carb would breathe better. Whatever. We noticed no difference. In fact, the bike's extra weight and slightly more spooky handling made it seem as though the 250 is actually *down* on power from last year. One reason the bike had such an alarming tendency to high-side on a berm was that there was no extra power to keep it from straightening up at the apex of the turn. Hit the turn in the correct gear, and there was no power left over to get you out of trouble.

The engine is the same reliable, strong, heavy powerplant of years past. No changes (except in the lower end), no frills. When you ask Yamaha for a shop manual for the '74, they simply refer you to the one they gave you for the '73. Save a tree.

MISCELLANY

Except for the yellow and black paint job, the MX 250's accoutrements are unchanged. Through the frame pipe, unbreakable fenders front and rear, Autolube *and* premix (but if you decide to retain the Autolube, you can effectively forget about pre-mixing), joke handlebars, and a restrictive, porous still air box. The shaft of the rear brake pedal collects grit and begins sticking very early in the game.

Tires are the old Dunlop Sports, and they don't do the job. The new model Dunlops are very nice, the definite warm setup, but apparently Yamaha has a backlog of the old ones they want to use up. Sigh.

Rims are alloy, but valanced so that they collect mud. Cleaning between motos is a must if you don't want to carry around about five pounds of extra unsprung weight at each wheel. The CDI ignition would get spark out of an old twig.

The '74 MX 250 really isn't that

bad a bike in its proper place as a play-o-crosser. But it leaves a bad taste in our collective mouths. Why? Because, had Yamaha chosen to make it so, it could have been a fairly serious bike. Instead, Yamaha is going with the YZ series for the serious racer. That's fine if you have $1800-plus parts money lying around, but if you don't, well. . . .

Like we said about the '73, the '74 MX 250 is *not* a bike for the professional, or for the serious rider/racer in general. But it *is* a bike that's likely to be responsible for a lot of bruises in the novice class this year. Enjoy. *

YAMAHA MX 250

SUGGESTED RETAIL PRICE: $1089
ENGINE TYPE, INDUCTION: Two-cycle, piston port, reed induction
ACTUAL DISPLACEMENT: 246cc
BORE AND STROKE: 70mm x 64mm
COMPRESSION RATIO: 7.4:1
CARBURETOR: VM34SC Mikuni
CLAIMED HORSEPOWER/RPM: N/A
PRIMARY DRIVE: Gear
GEARBOX/SHIFTING: Five-speed, left side shift
GEARBOX RATIOS: 1) 2.25:1 2) 1.65:1 3) 1.261:1 4) 1.0:1 5) 0.793:1
AIR FILTER: Oiled foam
ELECTRICAL: CDI
LUBRICATION: Autolube automatic injection and pre-mix
FUEL CAPACITY: 2.4 U.S. gallons
OIL TANK CAPACITY: 0.6 U.S. gallons
SUSPENSION: Yamaha forks/ Yamaha Thermal Flow shocks
TIRES/RIMS: front: 3.00x21 Dunlop, alloy rear: 4.00x18 Dunlop, alloy

WHEELBASE: 55.9 inches
OVERALL HEIGHT: 44.5 inches
GROUND CLEARANCE: 8.9 inches
WEIGHT: actual: 242 pounds claimed: N/A
STARTING: Primary kick, right side
COUNTRY OF MANUFACTURE: Japan
DISTRIBUTOR: Yamaha International 6600 Orangethorpe Buena Park, California
COST OF REPLACEMENT PISTON, RINGS: $14.80, $6.60
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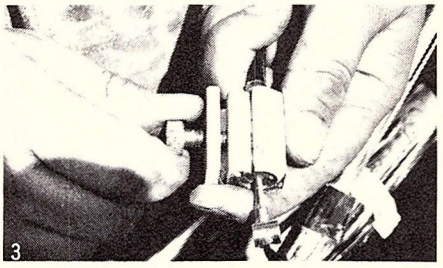
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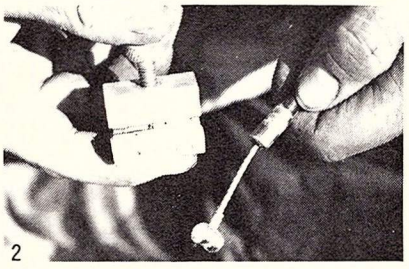
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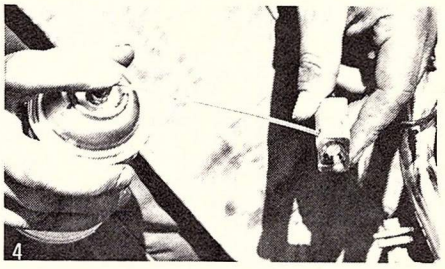
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A PIECE OF THE ACTION

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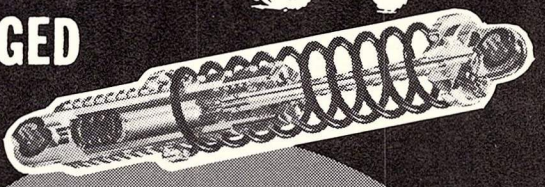

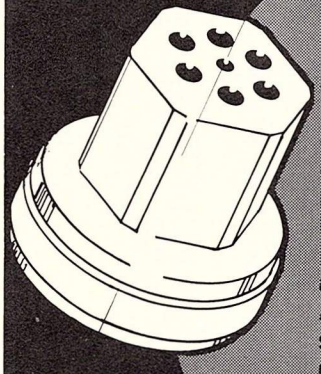

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By DAVID MALTAIS

BELGIAN GRAND PRIX

willi puts it to the home town hero

West German Grand Prix, a win that saw the balls-out Belgian use his own speed and a handy assist from the mud to defeat West German Willi Bauer on his home track, it had begun to look as though Roger would beat back the Maico challenge to his 500cc World Championship. Bauer was riding with incredible strength, had won soooo many races, but DeCoster's win in the heart of the Vaterland made it look as though Suzuki's pinup boy had turned the tide for another year. Well, maybe. But not yet.

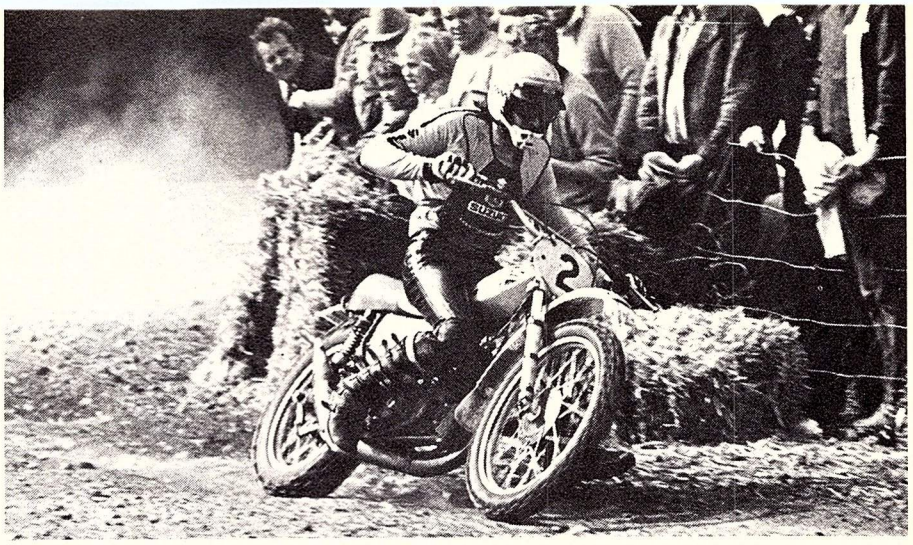
Bauer rode his Maico around Namur's Citadel Course the way that Germans always seem to go through Belgium—fast and strong. Maico's number one man pushed his bike to two brilliant wins, hushing the pro-DeCoster crowd as he consistently made the hometown hero eat his dust in a tense, close battle over the steep, wooded slopes of the Citadel circuit. Bauer's two wins at Namur meant that with only two more races to go in the series (four more motos), it was still anybody's championship. DeCoster would lead Bauer by only eight points going into the Luxemburg Grand Prix.

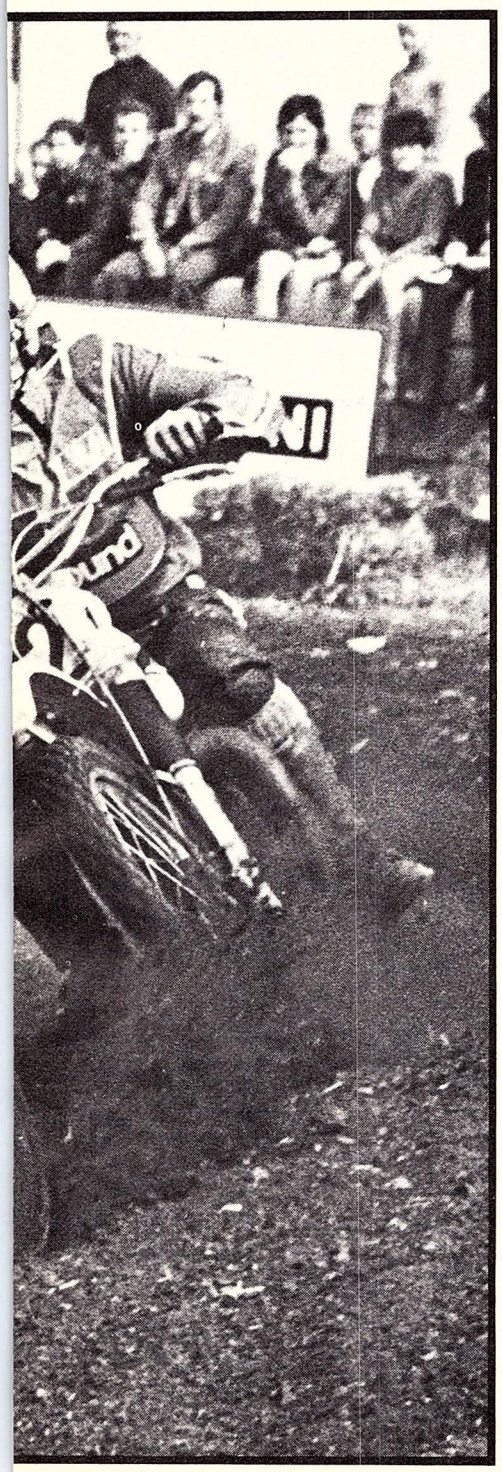
The first moto saw some of the closest racing of the season, as Bauer beat DeCoster by just 1.3 seconds. From the start of the race, Roger showed how badly he wanted to win. He took a flying start and held the lead for eight laps, until his Suzuki began to run raggedly and Bauer began to charge. Worried about his bike, Roger took a turn too wide, hitting a pole. At the same time, Bauer slipped through on the inside to take the lead. From then on DeCoster played a spectacular game of catch-up, but at the flag he was still that fatal 1.3 seconds behind.

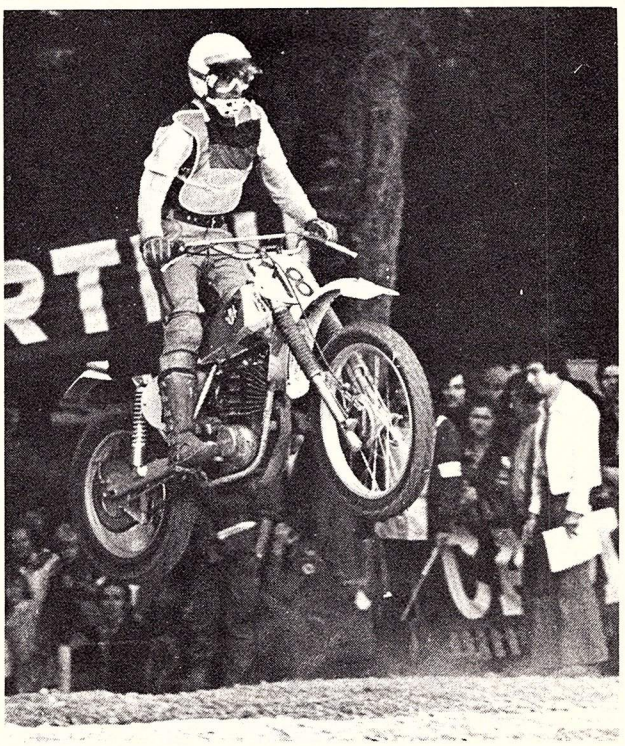
The second moto presented DeCoster with a chance to even up the day's racing and leave Belgium with the lead he'd taken in, but the bad luck which had been dogging the local favorites during the last few races did him in. The Belgian crowd groaned as they saw Roger get boxed in coming off the gate by John Banks, a mishap which put Roger into the first turn in 21st place. It was later learned that Bank's clutch had slipped, causing his BSA to jump in front of DeCoster's Suzuki as the gate dropped.

Meanwhile, Bauer was out in

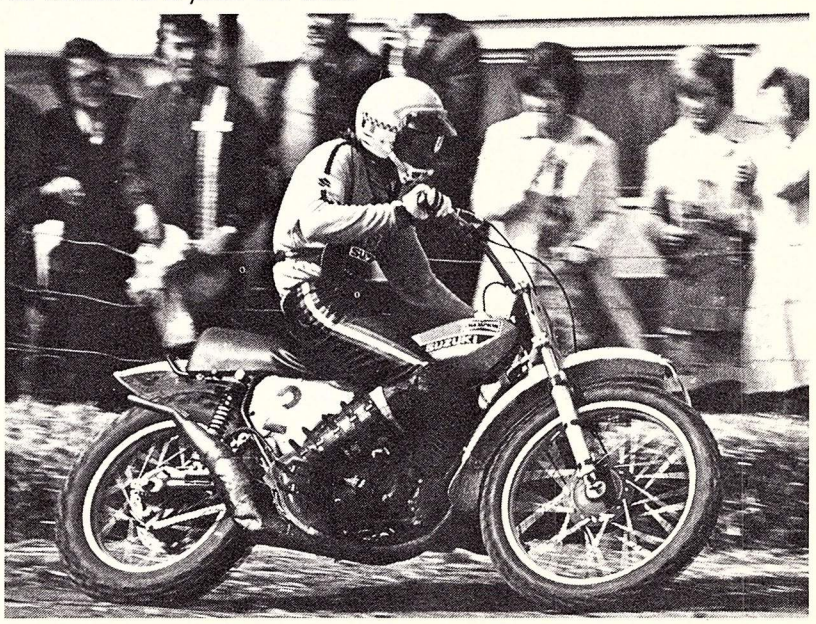
DeCoster was clearly the hometown favorite, but two slips—one in the turn and one in the clutch—slowed him down.







Willi doesn't even look hurried here as he pushes his Maico to a first. He was.



Vive Roger!

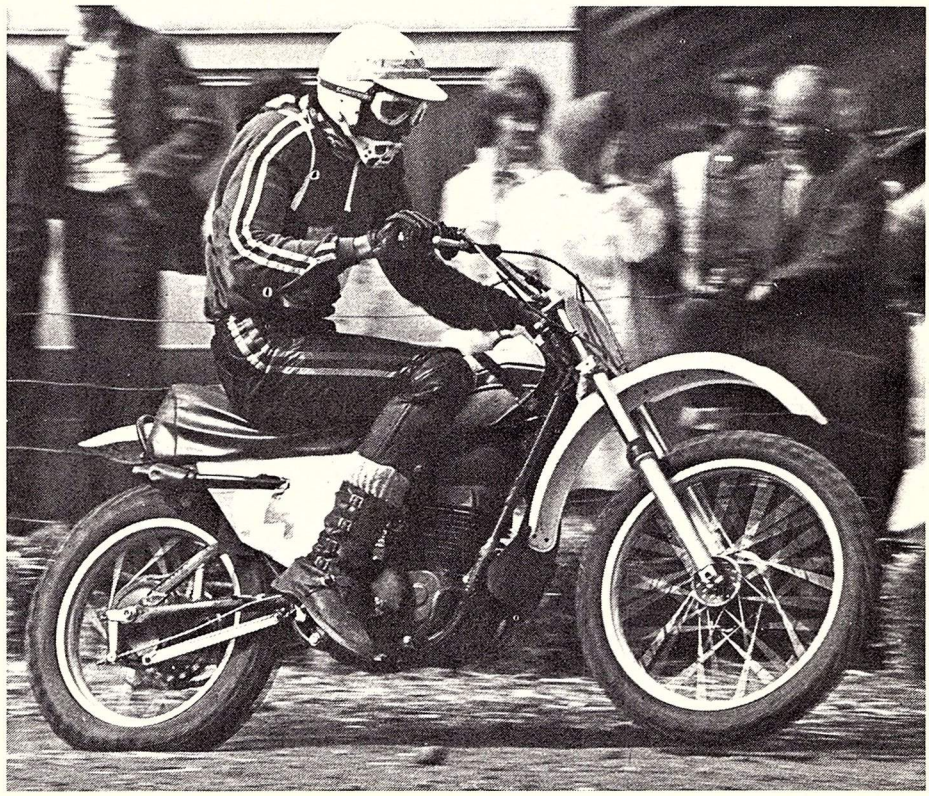
Hammersmid, forks totally compressed, watches van Velthoven fly by.

front with Jaak van Velthoven and Bengt Aberg in hot pursuit. Aberg dropped it but tall Jaak was pushing; and Roger was dodging his way through the pack at an incredible pace. By lap nine he was in third place, only 13 seconds behind Bauer.

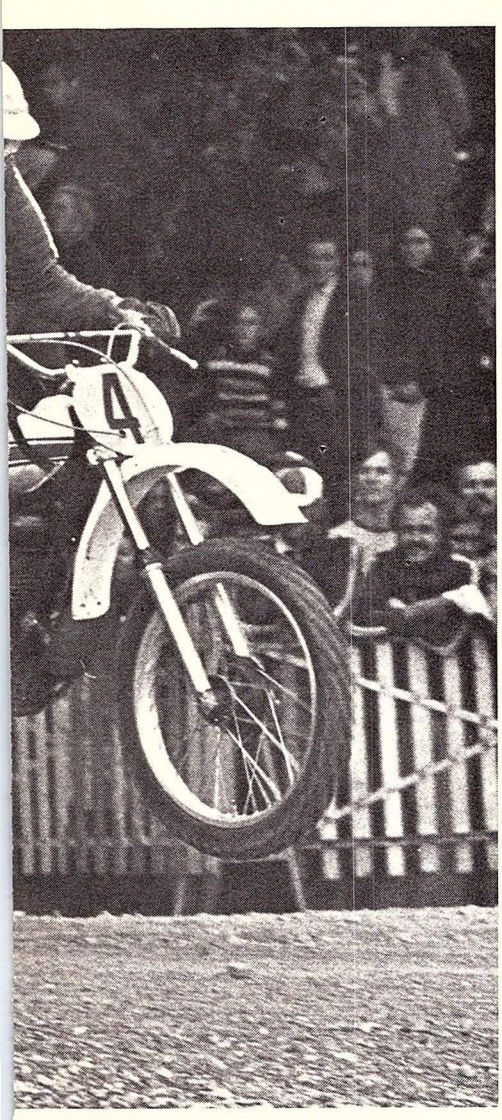
The 14th lap saw Bauer, van Velthoven and DeCoster battling for the lead with only yards separating them at any given time. Willi had to be nervous. But whether he was running scared or had simply held something back for the last, the West German was equal to the challenge. He held onto his tenuous lead for the final two laps and crossed the line with his second win of the day. It was almost a day of national mourning in Belgium.

America's Brad Lackey showed up for the Belgian event, but he probably wished there'd been some more races in the Inter-AMA series to run by the time the afternoon was over. Brad finished a non-threatening 15th in the first moto and DNFed in the second, scoring no points for the day. His 21 points garnered in other races puts him in 14th place in the world standings, but when you compare that total with the 30 points that Bauer picked up at Namur alone, you begin to get some perspective on world class racing. Number 14 might as well be number 140 as far as serious threats go. The top guys win and win and win, and the others divide up the leftover points like puppies at a banquet.

The Namur course was a fairly dangerous one, with the many trees that lined the course taking a heavy toll during the weekend. Britain's John Banks crashed during practice, breaking his handlebars; and though he was together enough to finish fourth in the first moto, the second race saw him retire early with a flat rear tire. Aberg's crash in the second moto sent him to the hospital with a possible broken arm, and Christer Hammergren injured his hand and destroyed his Yamaha's front wheel after losing an argument with a pine tree. At Namur, they make toothpicks out of twisted motorcycles. *



Jaak van Velthoven, world's fastest string bean, gets it on.



Brad stayed out of the trees but got lost in the pack.

A second and a third kept Roger in first place in the world points standings—barely.

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first moto:

1.	Willi Bauer, West Germany	Maico
2.	Roger DeCoster, Belgium	Suzuki
3.	Gerrit Wolsink, Holland	Maico
4.	John Banks, Great Britain	BSA
5.	Jaak van Velthoven, Belgium	Yamaha
6.	Werner Schutz, West Germany	Maico
7.	Gaston Rahier, Belgium	Suzuki
8.	Vic Eastwood, Belgium	Maico
9.	R. Boven, Belgium	Montesa
10.	O. Toman, Czechoslovakia	CZ

second moto:

1.	Willi Bauer, West Germany	Maico
2.	Jaak van Velthoven, Belgium	Yamaha
3.	Roger DeCoster, Belgium	Suzuki
4.	Ake Jonsson, Sweden	Yamaha
5.	Gerrit Wolsink, Holland	Maico
6.	Werner Schutz, West Germany	Maico
7.	Gaston Rahier, Belgium	Suzuki
8.	O. Hammersmid, Czechoslovakia	CZ
9.	O. De Roover, Belgium	Husqvarna
10.	R. Boven, Belgium	Montesa

NEW SHOE

JOHN JOYNER

mean john, scourge of the south

Photos by CHARLES MOREY

We're not doing too bad with this New Shoe series. So far we've gotten one from New England, the Midwest, Southern California, Texas, and this month we truck on down to the Deep South and look up John Joyner, a 19-year-old farm boy from the Strawberry Capitol of the World, Plant City, Florida. John rides his Montesa VR anywhere there's enough bread to make a trip worthwhile and consistently slaughters Dixie's best.

At his first National race, the Hialeah National, John put down some of the country's best and finished a solid fifth behind the Honda factory team of Jones, Jones and Tripes and Husky's Bob Grossi. This kid's got class.

"I started riding with my friends in the woods. I really liked that. Had a lot of fun. Then this one guy I rode with showed me some of the trophies he won racing scrambles so I thought I'd give that a try. I won a whole bunch on this real fast Suzuki 90 with a kit on it. Then I found out about motocross and tried that and I really dug it. Suzuki of Tampa (Fla.) helped me out with a 250 Suzuki and a 125 Montesa. Now I got this Montesa VR and I really love the bike."

What's not to love. After a 250 Suzuki and a 125 Montesa, he'd probably have turned on to a wheelbarrow. Anyhoo, John picked up about 50 trophies, much more than his friend ever had, and the biggest one is about four feet tall.

"I ride mostly for money, now. But down here the biggest purses they give are only about a hundred dollars to win. Sometimes I'll go up to Georgia where they've got a hundred and fifty or two hundred to win."

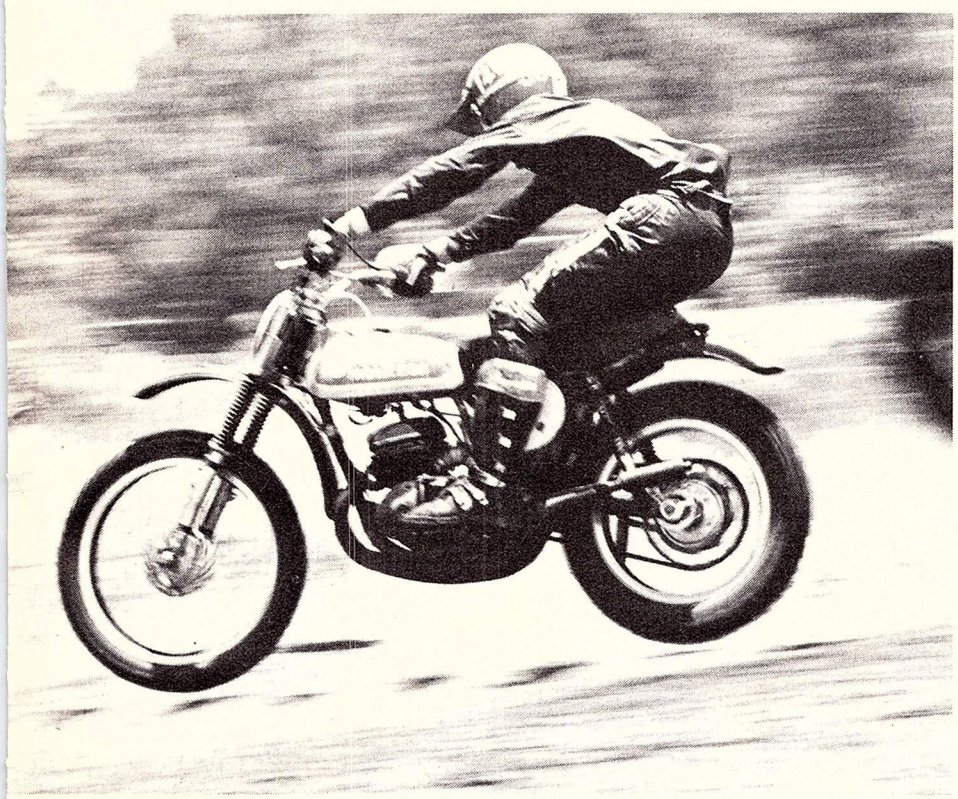
But when John goes up north, he's got to take on the likes of Barry Higgins or Gary Bailey.

"Gary came down to Florida once and we got it on. He's gotta be the smartest guy around. He sure knows what he's doing out on the track. I just couldn't beat him."

In New England at the North-South team race he went against Jimmy Ellis.

"Jim's really fast and he's got the endurance. When I went up there, it was with just the bike and what stuff we could put in the van. I blew the fork seals on the first day and nobody up there had any so I raced

John (140) guides his old Suzuki 250 through a rather unusual cornering drill at the start of the Daytona '73 support race.



the whole weekend with no fork seals."

John trains by helping his dad on the farm and riding his VR every day on the two MX tracks he's got set up on the spread. He's been doing some 40-minute workouts to get ready for the National circuit, should he get a chance to ride.

"Right now all I can do is ride the ones that are close enough to get to from here. I went to the Winter series races here in Florida and got a fifth at Hialeah and had a lot of trouble at the others. I want to go to the Atlanta and Talladega races, if I can. I really want to be a pro rider and race the big ones each weekend. I'd really dig that."

He was supposed to go to the Texas series with Dave Clemence but he missed the ride, for some reason. He did get into the Summer Pro-Am series held in the South. Although John entered only four races, he won all four. And nobody's snatched up this guy yet? *

MARTY TRIPES

Continued from page 50

coming down, just about a pound a day. I weigh 213. I was 220. I'd like to get down to about 200. That would be good.

OKIMOTO: You have to get *lighter* for our machine! (Uproarious laughter) It's *true*. Our machine has been designed to pull 180 to 190 pounds. 190 is the *maximum*. You have to lose *much* more weight! (Everybody's laughing)

MXA: No, you have to design another machine! Make the footpegs fat, like a *sausage!* (Hilarious Laughter)

JOHN: We really haven't had *that* much trouble. I think he broke one footpeg off in a race.

MARTY: We broke a lot of them on the first bikes we got. But those were just Elsinores. Stockers. We broke a footpeg at Hangtown. Two of them there. I broke a lot of them on my practice bikes. I think Gary broke one. The new bikes, I haven't seen any of them break yet. Just maybe one.

MXA: They look strong. They sound strong. How do your bikes compare with the Elsinores?

MARTY: I think the Elsinore han-

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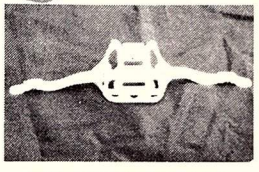

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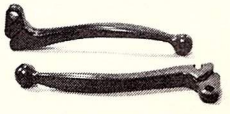

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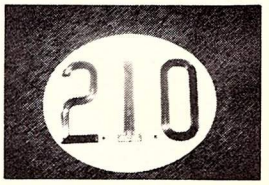

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dles better than the factory bike, but our engine's got much more good power. It's unreal.

MXA: Have you been working with the 125 at all?

MARTY: No, I haven't got one yet.

MXA: Are they building one?

MARTY: I don't know. You'll have to ask Mr. Okimoto.

OKIMOTO: For Marty? A 125? No. *Definitely.* (Laughter from everybody) I was planning to design one for Marty's brother. Next year maybe I'm going to hire his brother. Maybe instead of Marty. (Many guffaws)

MXA: Far out. Look at all the brother combos in racing now. There's Gary and DeWayne Jones, Jim and Ron Pomeroy, Bob and Bill Grossi and now Marty and Mike Tripes.

MARTY: Mike's going pretty fast. He just turned expert this week.

MXA: How do you feel about family involvement, Marty?

MARTY: It's good to a certain extent. The family is the thing that starts you. And they get you to where you are. But after a while they don't realize that you have to do your own thing. And, you know, you kind of hate to separate, like.

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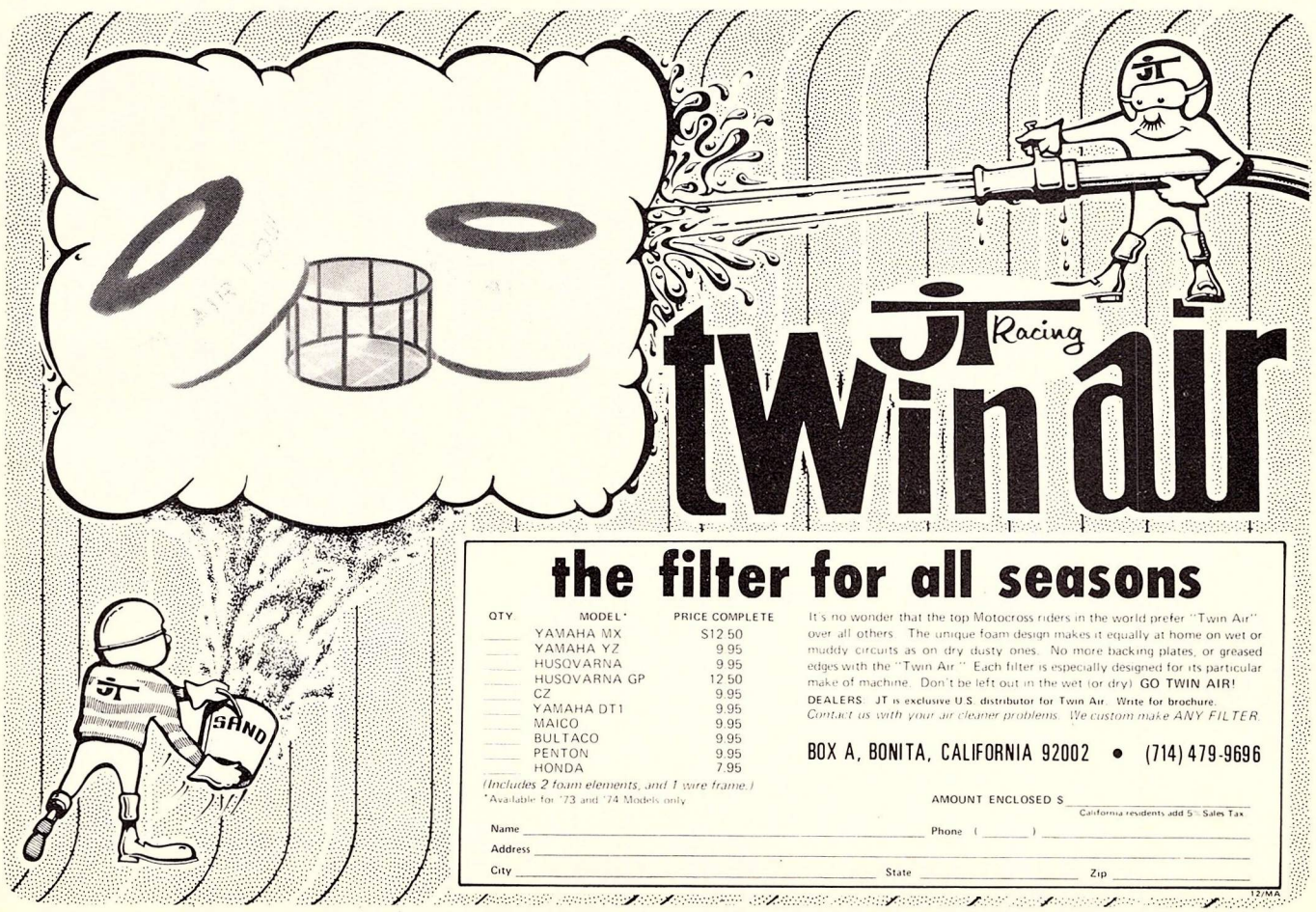

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And, like I stay real close to my Dad and my Mom 'cause they still think it's the old days. It's not that way, though. Not any more. It's a profession. It's my job and they don't realize that.

MXA: What were the old days like?

MARTY: Just out there for the fun of it. You know, just like a big get-together every week. We met a lot of different people and we were all really good friends. And, you know, we raced.

MXA: Now you're a professional, what happens now?

MARTY: You can't do that no more. Everything's got to be serious.

JOHN: I think it's like any profession, you know yourself. You have to go on your own way. You go do your own job and you have to do it your own way. You still have respect for your parents. You're still a part of them. I know I do a lot of things my parents don't agree with, but they can only raise me to a point where I have to choose on my own, sooner or later.

MARTY: That's about it. Like right now I'm having a lot of problems with my Dad. We're getting in fights all the time. He doesn't realize. He wants the good old times again. I

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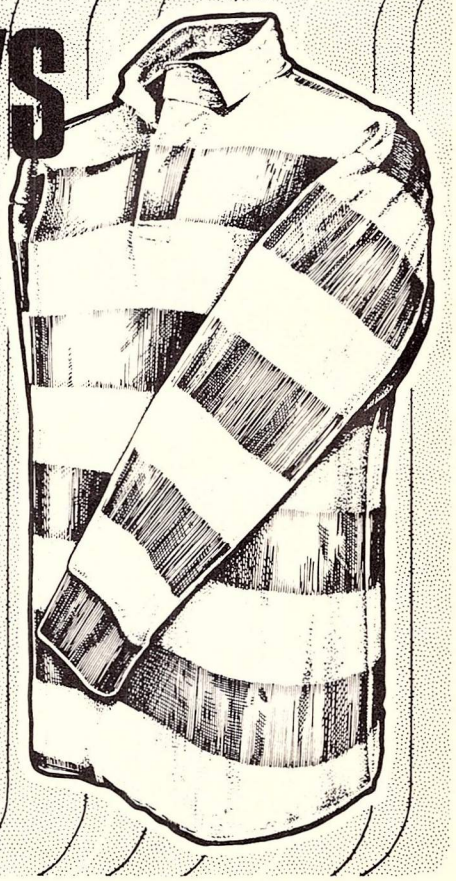

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don't know, it's been a real big problem with them. But I think sooner or later it will straighten out.

JOHN: Eventually both parties will finally realize that each has to give a little. It's like when you first get married. You've been single all your life and all of a sudden . . .

MARTY: You're married and you can't go out with all the other girls. (Everybody cracks up)

MXA: You're pretty tight with your girl.

MARTY: Yeah, I've been going with her for about two and a half years. She was a good friend with a friend of mine. I met her riding at the sand pits. We get along good together and just really trust each other, you know?

MXA: What does she think about your career?

MARTY: Aw, she doesn't like it. Well, she likes racing and everything, but, you know, like I'm always gone and it bothers her. The thing about her is that she won't bother me about the weekend, you know? Everybody gets in a lot of fights, but we straighten it right out, real fast. And we get along real good.

MXA: Does she ever go racing with you?

MARTY: Yeah, when I can take her. I take her just about every time, when I have the time.

MXA: You can answer some letters for us. We get mail from all over the country and all the guys want to know how they can become professional racers.

MARTY: Just keep going fast. A lot of it is what support you can get. Like, from your parents or like a sponsor or something like that. Like a lot of guys, you know, they just don't have the money. I was just really lucky. My parents paid for everything they could. I first started out the same way as anybody. I just wanted to go out and ride. And finally some day there just happens to be a race and you go. And so, you know, you do that for two years or whatever and after a while you start thinking if you get, you know, if you start winning some races, you want to race more seriously. You go through novice and expert and build yourself up to professional and get sponsored by a shop or a factory or something like that.

MXA: But to be that serious, doesn't that mess up what people call

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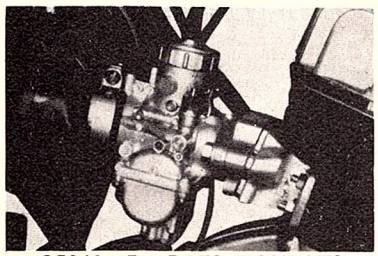

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a normal life? You know, like your school and your social life?

MARTY: Yeah.

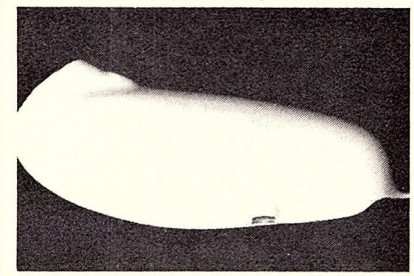
JOHN: Most kids, when they're young, if they're active in football or baseball, you know, that's their natural life. They are living for that particular sport. It's just like that with motocross. I think Marty's greatest attribute is that he loves to ride a motorcycle and he likes to ride every day. You've got to get your head into motorcycles.

MXA: Right, I'm hip. But we know a lot of guys who really dig bikes and all that stuff, but it doesn't help much if they ain't going fast.

JOHN: I know a lot of times we get asked those questions when we won three Nationals in a row on standard Elsinores with optional barrels and carbs. Everybody would ask, "What makes your bike go so fast?" And Gary (Jones) says, "Well, we just keep the throttle wide open, you know?"

MARTY: Yeah, well that's not it. It's all right for Gary to do that but if some novice tries it, he's gonna get hurt. But it's natural for a kid to ask how he can go fast. You're always being asked that.

MXA: How do you go fast?



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MARTY: I just hold the throttle wide open. (Tumultuous laughter)
MXA: You have a classic style. You're always on the pegs.
MARTY: Yeah.
JOHN: Gary Chaplin, this was his first ride on the Honda last week, you know, and he rode it up on the pegs and he's not really in that great of shape, yet, but he couldn't believe how good it handled standing up and how he could go that much faster standing up. After the race Lackey came over and said, "What are you going to do, become another Tripes? Are you going to stand up all the time?" So Chaplin said, "Well, when I get in good enough shape so I can do it, then I'll do it 'cause I can go *fast.*"
MXA: I think just based on watching you last year and watching you this year, Marty, you stood up more last year.
MARTY: Yeah. This year I sit down a lot. It's like I'm a lot heavier.
MXA: You got a lot more to sit down on. (Snicker)
MARTY: I get tired standing up. When I sit down, though, I really feel bad. As soon as I sit down on the turns, on the straights I always stand up right away, 'cause I just

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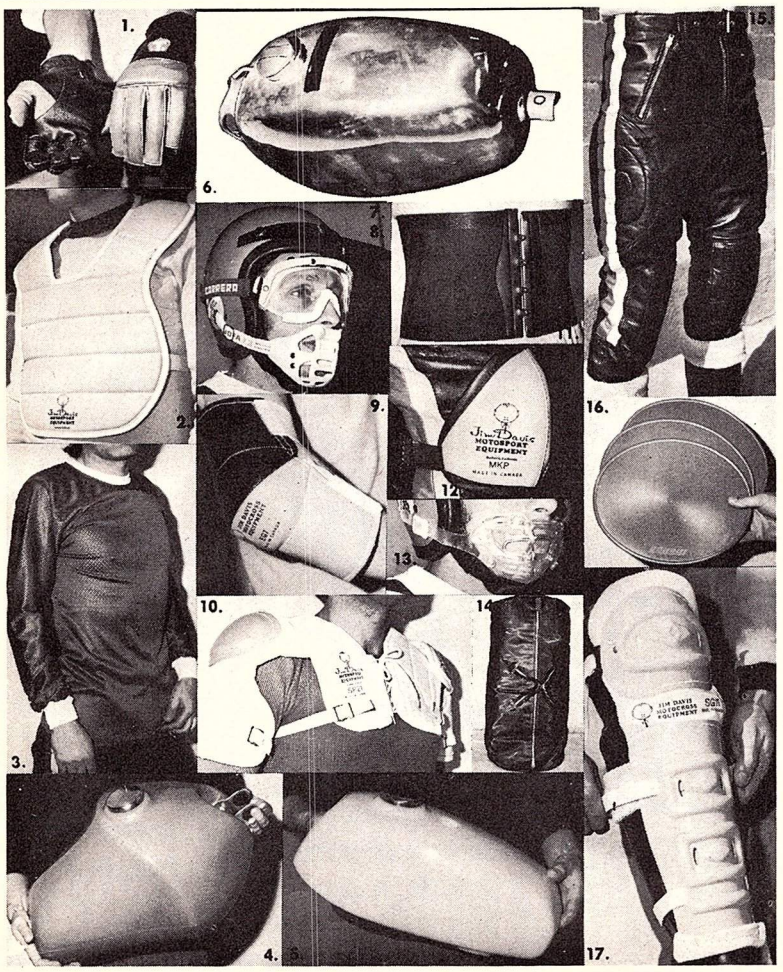

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can't stand sitting. Like the thing with standing up is that your legs get real strong. Like Chaplin said, he's usually sitting down, so he's not used to it. It's just like walking. You've got more control 'cause you can move the bike so much more. And when you're sitting down you can only do so much, but when you're standing your legs can bend. It just works a lot better. It's more comfortable.

MXA: Right. Just from riding the Elsinores, you can feel that they respond better when you're on the pegs.

MARTY: Your legs are the best shock absorbers you've got. They just kind of flex up and down, you know? Like you wouldn't believe it. Plus, they can make you jump farther or jump shorter. Anything. They're what control your cross-up for a turn. Your legs are the most important part of your entire body for motocross.

MXA: Really. Marty, you're coming up against the best legs in motocross this year. DeCoster and those guys might be coming over for the Trans-AMA. You've seen 'em ride. Are you going to be able to beat 'em?

MARTY: I don't know. I hope so.

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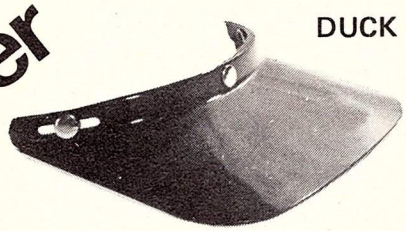

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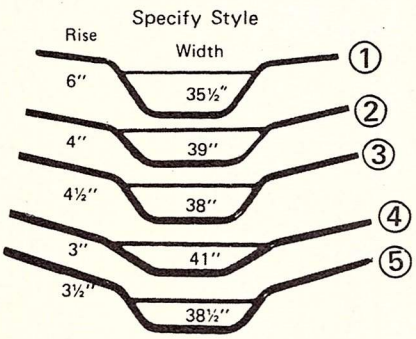

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I think I'll do pretty good if I just keep my pace like I've been doing lately. You know, just think that they're not DeCoster or Jonsson and that they're world famous, and just race them. I read in *Cycle News* that what's his name, Pomeroy, he's getting thirds in the motos and he's beating all these other guys, and the only guys that are beating him are like Hakan Andersson and we beat Andersson two years ago. So all it is is mental.

MXA: Yeah. Those guys are getting old, too. Andersson's 27 and Jonsson and DeCoster are around 30 but you're only 17. How many years do you think you can go?

MARTY: I don't know. If I do keep on racing it will be at least until I'm 28 or 29. 'Cause like right now I have my own business going with, you know, accessories and stuff like that. I'm just getting it started. And, so you've got to build a name, so I think I'll do that until I'm about 29. Around there.

MXA: Do you want to do it all now, this year, or take it very slow and gradual?

MARTY: I'll take it slow.

MXA: Man, can you imagine Marty Tripes doing anything *slow?* *

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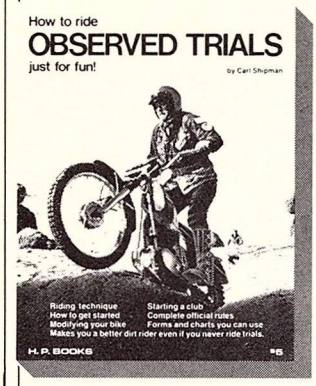

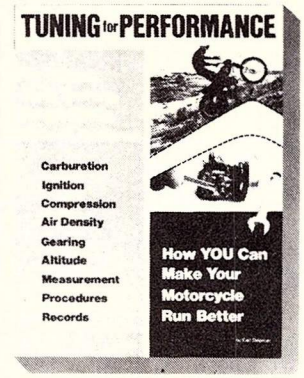

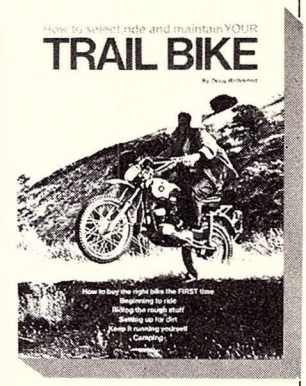

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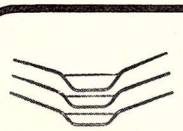
DIRT *Cont'd. from page 18*

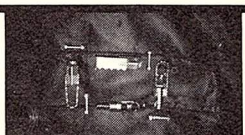
Watch how fast the attendance figures get straightened out when the riders start demanding their share. Or the Government theirs.

We bumped into Rich Thorwaldson of Team Suzuki out at Saddleback Park the other day. Well, actually we didn't *really* bump into him, because when he rides practice, most people do their best to stay away from him. Anyway, we *saw* Rich out on his practice bike which is, by the by, the rattiest looking machine since Ake's Yamaha. The point is, Rich has been doing some cutting and welding on the rear end to fix up a suspension similar to the new works Maico design. He moved the shock mounts way forward and bolted on a set of short Konis with Ceriani springs. The setup looks pretty good, but the bike still seems to move around the track a great deal. However, Rich still hasn't worked out the bugs. He's also experimenting with some of the trick oval shocks Roger DeCoster left behind at the USGP. Might see some new designs on the works Suzukis next year.

Looks like Ossa's back in the running. They're introducing the new Phantom 250cc Motocross sometime this month. The bike looks good and has been in development for a couple of years, so it's not a quickie. We'll have a test for ya as soon as we get our hot little cheeks on one. Stay tuned.

One of your candy-footed editors found a new way to hurt himself and wants to warn you. He says it's simple to do—just let your toenails get really long, put on a new hard pair of boots, and stuff your foot into a hole. He guarantees you that the long toenail will go south painfully.





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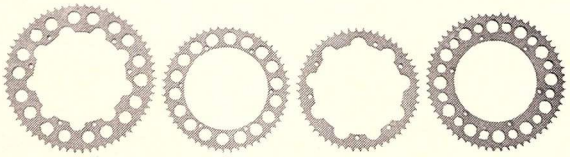

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competition dynamics

Belated best wishes and all that garbage to Inter-AMA support class winner Bob Harris and his new bride Diane. They tied the knot, hooked up the master link so to speak, last July in the couple's home town of Windsor, New York. It was an all knobby affair, with Gary Chaplin as Best Man. *

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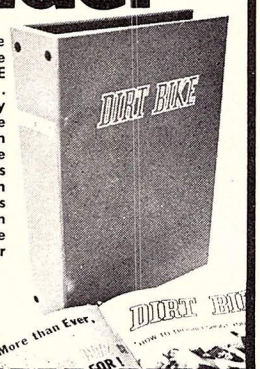

A tough durable binder to keep those loose DIRT BIKE back issues in. You'll really appreciate being able to find that tech article, or feature bike at a moment's notice. A rich finish with DIRT BIKE's emblem embossed in gold on the backbone and cover. Order yours today.

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Please send me_____DIRT BIKE binders. Enclose check or money order for $3.95 each plus 50¢ each postage

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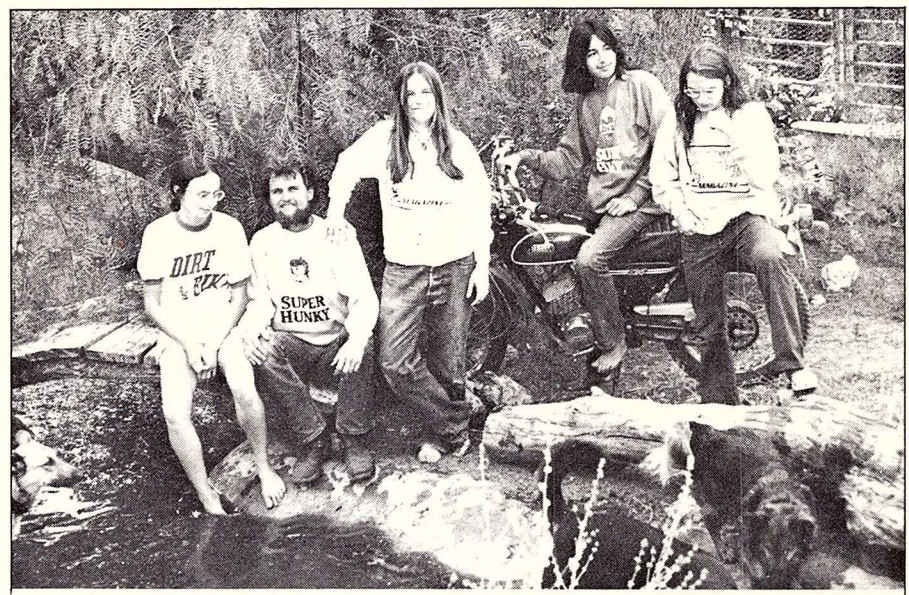

Make Friends and Influence People.

WHEREVER YOU GO, PEOPLE WILL KNOW YOU ARE A DIRT BIKE ENTHUSIAST. WHEN YOU'RE WEARING A DIRT BIKE SWEATSHIRT OR T-SHIRT OR A COLORFUL SUPER HUNKY SWEATSHIRT THERE WON'T BE ANY DOUBT WHERE YOUR INTERESTS ARE — DIRT BIKES. EMBLEMS ON BOTH SIDES OF THESE WASHABLE KODEL COTTON SHIRTS.

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Please send me_____sweatshirts at 5.95 each and_____T shirts at 3.95 each plus 50¢ postage and handling for each shirt ordered.

Sizes: ☐ Small (34-36), ☐ Medium (38-40), ☐ Large (42-44), ☐ Extra Large (46-48).

SUPER HUNKY SWEATSHIRTS
☐ Red, ☐Yellow, ☐ Blue.

DIRT BIKE T SHIRTS
Colors: White with red and blue trim.

DIRT BIKE SWEATSHIRTS
Colors: 1st and 2nd color choice. ☐ Red, ☐ Yellow, ☐ Green, ☐ White, ☐ Gold, ☐ Blue.

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MA-212

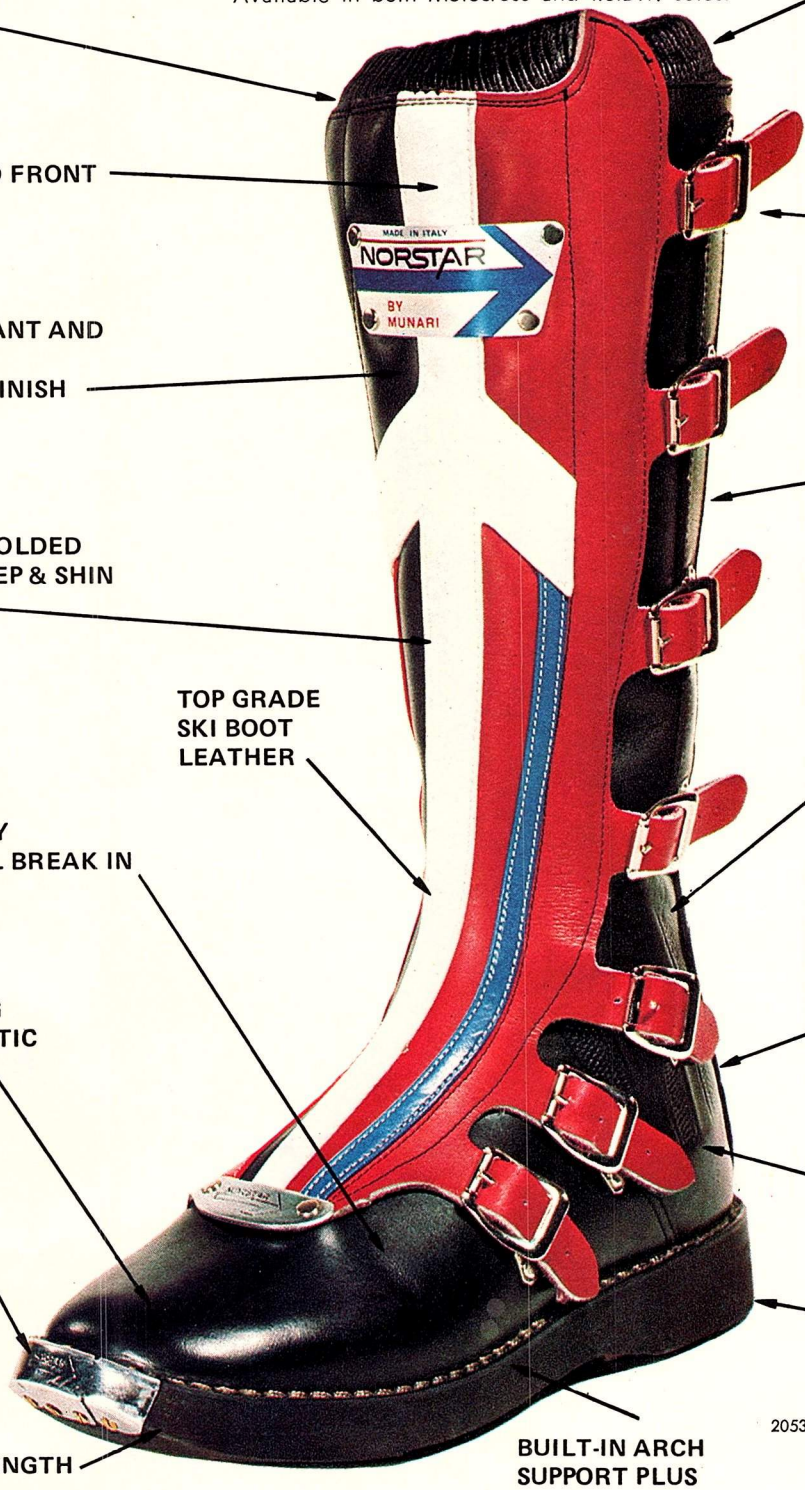
BERM SHOT

photo courtesy of Roger Spahr

Did you see the look on Lackey's face when you passed him in the last turn!?

"THE SOLEFULL ITALIAN"

. . . by Munari, the world's best ski boot manufacturer.
Available in both Motocross and I.S.D.T. soles.



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FOAM PADDED FRONT

RACE PROVEN BUCKLES

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FOAM FILLED FOR PERFECT FIT FROM DAY ONE. MINIMAL BREAK IN

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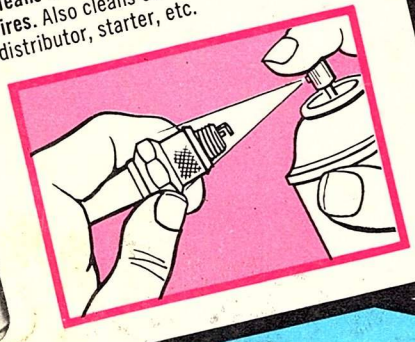
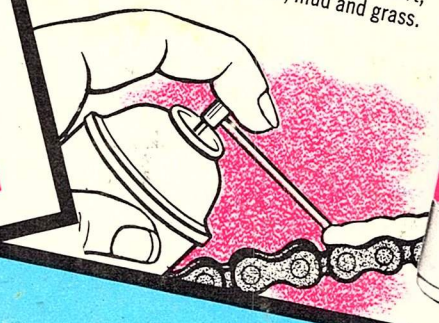
Solves your oil fouled plug problem!

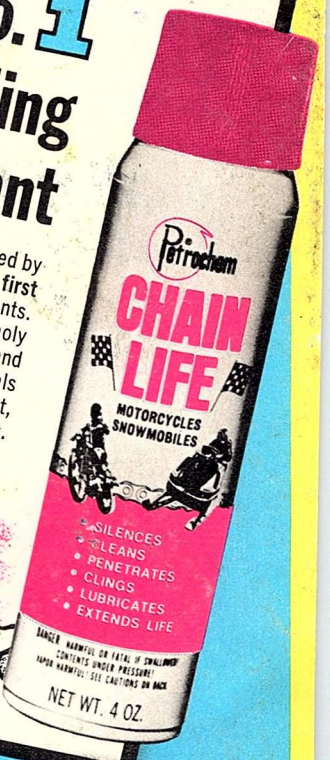
When spark plugs are replaced on two stroke engines, it is usually due to excess oil and soft carbon deposits on the electrodes. Now you can renew it in seconds. **Just pull plug, spray electrode. Cleans chemically, dries in seconds, plug fires.** Also cleans contact points, distributor, starter, etc.



The No. 1 best selling chain lubricant

Proven by a recent survey conducted by **Cycle** magazine; **CHAIN LIFE** placed **first** over all other brands of chain lubricants. Chain Life contains no oil, silicon, moly or graphite. Penetrates pins and rollers; no overspray or waste. Repels excess accumulation of dirt, sand, mud and grass.





ATF FORK LIFE

Has excellent anti-foam, -rust and -oxidation characteristics. **Honda recommends ATF fluid.** Available in 10, 20, 30 and 40 weights. **Cap graduated in CC's for accurate fills.** Fill specs on back of can for Honda, Yam., Suzi and Kaw.

FORK FILLER

The Bellows Syringe, a Petrochem exclusive, **injects ATF Fork Life directly into the forks.** Allows ease of filling with **no spills, no funnels, no mess.** Prevents over-fills. Also ideal for filling batteries and crankcases.

HAND KLEAN

Petrochem foaming Hand Klean is an easy to use, waterless hand cleaner. Removes oil, grease, paint and ink like magic. Contains lanolin. Keep it handy in your tool kit or glove compartment for that emergency situation.

PETROCHEM ESP

Dries out and waterproofs ignition system. Also a rust inhibiting, lubricating and penetrating oil. **Spray entire motorcycle after washing. Shines like wax after wipe-off, protects paint and chrome, lubricates where needed.**

MOTORCYCLE WHEEL BEARING GREASE

Formulated for high temperature runs and shock loading conditions. Adhesive qualities hold better in bearings, even with poor seals. Available in 2½ oz. tool box size or the 1# economy size.

CABLE LIFE MINUS 70°

Formulated specifically for snowmobiles and motorcycles. Stays fluid to 70 degrees below zero. Aids in preventing throttle cable from freezing in open position. Displaces moisture, lubricates and rust proofs all moving parts.

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